

DEVELOPMENT STANDARDS FOR SUB12-00560**PLANNING DEPARTMENT****CONTACT: Janice Coogan 425-587-3257****SUBDIVISION STANDARDS**

22.28.030 Lot Size. Unless otherwise approved in the preliminary subdivision or short subdivision approval, all lots within a subdivision must meet the minimum size requirements established for the property in the Kirkland zoning code or other land use regulatory document.

22.28.050 Lot Dimensions. For lots smaller than 5,000 square feet in low density zones, the lot width at the back of the required front yard shall not be less than 50 feet unless the garage is located at the rear of the lot or the lot is a flag lot.

22.28.130 Vehicular Access Easements. The applicant shall comply with the requirements found in the Zoning Code for vehicular access easements or tracts.

22.28.210 Significant Trees. A Tree Retention Plan was submitted with the short plat. During the review of the short plat, all proposed improvements were unknown. Therefore KZC Section 95.30 (6)(a) – Phased Review applies in regards to tree retention. The applicant's arborist report evaluates to 140 trees (122 trees on the subject property and 15 off site trees). Eighteen trees are proposed to be retained in two tracts at the south end of the project and five on the rear of four lots. KZC Chapter 95 requires that 30 units per acres of existing trees be retained in the buildable area of the site. According to the applicant's arborist and estimated number of trees on site the tree density shortfall is 56.9 tree units requiring at least 57 trees must be planted to meet the minimum density requirement.

The City's contract arborist typed the trees based on their condition as high, moderate and low retention trees and noted additional trees off site needed to be shown on the plans. According to the City's arborist there are 75 High Retention Value trees on site and 24 Moderate Retention Value trees.

As part of the land surface modification permit and building permits the applicant shall incorporate the following comments into the plans:

- A. *Tree protection and adjustments in grading should be required for 1 surveyed and 3 unsurveyed significant trees along the east property line specifically. For the portion of the proposal located north of the site along the new 128th Avenue NE section of the road, the plans should be revised to number and identify the trees located off site, to be retained and removed.*
 - 1. *~48" Western Red Cedar is at the southwest corner of parcel #7436500320 (I'm calling this tree#141)*
 - 2. *31" Douglas Fir tree ~3' into ROW and ~18' south of NW property corner adjacent to parcel #6600300041 (I'm calling this tree#142)*
 - 3. *~36" Douglas Fir tree ~1' into ROW and ~35' north of SW property corner adjacent to parcel #1236900004 (I'm calling this tree#143)*
 - 4. *Significant conifer adjacent to parcel #1236900006 has an increase in grade across half of its root zone but it coincides with the adjacent ditch. Please consider re-assigning this tree to be saved unless construction impacts sever structural roots (I'm calling this tree #144)*
 - 5. *Consider snagging tree #44 rather than removing because it is part of a grove and would contribute to the ecological services of this grove*
 - 6. *Provide evidence of decay at base of tree #45 or protect and preserve it. At 35 inch DBH it is not only significant but reaching a mature size and part of a grove spanning on and off-site trees that provide valuable ecological services to the area.*
- B. *To clarify the code requirements, all off site trees near the property lines will need to be surrounded with tree protection fencing not just the trees on site.*

- C. *The Tree density calculations will need to be revised once the net site area is verified if there are any changes to the tree retention plan.*
- D. See chart below from the City's arborist classifying each tree as moderate, high or low retention value and photos. Please re-assess the trees highlighted in yellow for feasibility in retaining based on their classification, location outside the home footprint, in setback yard, near trees to be retained or where grading could be adjusted.

Significant Trees:	High Retention Value	Moderate Retention Value	Low Retention Value
1	✓		
2	✓		
3	✓		
4	✓		
5	✓		
6		✓	
7			✓
8		✓	
9			✓
10			✓
11			✓
12			✓
13			✓
14			✓
15			✓
16			✓
17			✓
18			✓
19			✓
20			✓
21			✓
22			✓
23	✓		
24			✓
25			✓
26			✓
27			✓
28	✓		
29	✓		
30	✓		
31	✓		
32		✓	
33		✓	
34		✓	
35		✓	
36		✓	
37		✓	
38		✓	

39		✓	
40		✓	
41		✓	
42		✓	
43	✓		
44			✓ suggest a snag
45	✓ protect		
46	✓		
47	✓		
48	✓		
49	✓		
50	✓		
51	✓		
52	✓		
53		✓	
54	✓		
55	✓		
56			✓
57	✓		
58	✓		
59	✓		
60		✓	
61		✓	
62	✓		
63			✓
64			✓
65			✓
66	✓		
67			✓
68			✓
69	✓		
70	✓		
71	✓		
72	✓		
73	✓		
74	✓		
75	✓		
76	✓		
77	✓		
78	✓		
79	✓		
80	✓		
81			✓
82	✓		
83	✓		
84	✓		

85	✓		
86	✓		
87			✓
88	✓		
89	✓		
90	✓		
91	✓		
92	✓		
93	✓		
94	✓		
95	✓		
96	✓		
97			✓
98			✓
99	✓		
100	✓		
101	✓		
102	✓		
103	✓		
104	✓		
105	✓		
106	✓		
107	✓		
108			✓
109			✓
110		✓	
111			✓
112			✓
113			✓
114			✓
115			✓
116			✓
117			✓
118		✓	
119			✓
120			✓
121		✓	
122		✓	
123		✓	
124		✓	
125	✓		
126			✓
127	✓		
128	✓		
129	✓		
130	✓		

131	✓		
132	✓		
133	✓		
134	✓		
135	✓		
136	✓		
137	✓		
138	✓		
139		✓	
140		✓	
141*	✓ protect		
142*off site north	✓ protect		
143*off site north	✓ protect		
144*off site north	✓ protect		

**=numbers given to unsurveyed or un-numbered significant trees described additionally below*

No trees are to be removed with an approved subdivision permit. Based on the approved Tree Retention Plan, the applicant shall retain and protect all viable trees throughout the development of each single family lot except for those trees allowed to be removed for the installation of the plat infrastructure improvements with an approved Land Surface Modification permit. Subsequent approval for tree removal is granted for the construction of the house and other associated site improvements with a required Building Permit. The Planning Official is authorized to require site plan alterations to retain High Retention value trees at each stage of the project. In addition to retaining viable trees, new trees may be required to meet the minimum tree density per KZC Section 95.33.

22.32.010 Utility System Improvements. All utility system improvements must be designed and installed in accordance with all standards of the applicable serving utility.

22.32.030 Stormwater Control System. The applicant shall comply with the construction phase and permanent stormwater control requirements of the Municipal Code.

22.32.050 Transmission Line Undergrounding. The applicant shall comply with the utility lines and appurtenances requirements of the Zoning Code.

22.32.060 Utility Easements. Except in unusual circumstances, easements for utilities should be at least ten feet in width.

27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

Prior to Recording:

22.16.030 Final Plat - Lot Corners. The exterior plat boundary, and all interior lot corners shall be set by a registered land surveyor.

22.16.040 Final Plat - Title Report. The applicant shall submit a title company certification which is not more than 30 calendar days old verifying ownership of the subject property on the date that the property owner(s) (as indicated in the report) sign(s) the subdivision documents; containing a legal description of the entire parcel to be subdivided; describing any easements or restrictions affecting the property with a description, purpose and reference by auditor's file number and/or recording number; any encumbrances on the property; and any delinquent taxes or assessments on the property.

22.16.150 Final Plat - Improvements. The owner shall complete or bond all required right-of-

way, easement, utility and other similar improvements.

22.28.050 Lot Dimensions. The owner of the property shall sign a covenant to ensure that the garage will be located at the rear of any lot which is smaller than 5,000 square feet in a low density zone, has a lot width at the back of the required front yard less than 50 feet, and is not a flag lot.

22.32.020 Water System. The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

22.32.040 Sanitary Sewer System. The developer shall install a sanitary sewer system to serve each lot created.

22.32.080 Performance Bonds. In lieu of installing all required improvements and components as part of a plat or short plat, the applicant may propose to post a bond, or submit evidence that an adequate security device has been submitted and accepted by the service provider (City of Kirkland and/or Northshore Utility District), for a period of one year to ensure completion of these requirements within one year of plat/short plat approval.

Prior to occupancy:

22.32.020 Water System. The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

22.32.040 Sanitary Sewer System. The developer shall install a sanitary sewer system to serve each lot created.

22.32.090 Maintenance Bonds. A two-year maintenance bond may be required for any of the improvements or landscaping installed or maintained under this title.

ZONING CODE STANDARDS

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.44 Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section.

95.45 Parking Area Landscape Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section. If located in a design district a low hedge or masonry or concrete wall may be approved as an alternative through design review.

95.50 Tree Installation Standards. All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

105.47 Required Parking Pad. Except for garages accessed from an alley, garages serving detached dwelling units in low density zones shall provide a minimum 20-foot by 20-foot parking pad between the garage and the access easement, tract, or right-of-way providing access to the garage.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.40 Fence Location. Fences over 6 feet in height may not be located in a required setback yard. A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over

3.5 feet in height within the required front yard. No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard, which is coincident with the high waterline setback yard.

A detached dwelling unit may not have a fence over 3.5 feet in height within 3 feet of the property line abutting a principal or minor arterial except where the abutting arterial contains an improved landscape strip between the street and sidewalk. The area between the fence and property line shall be planted with vegetation and maintained by the property owner.

115.42 Floor Area Ratio (F.A.R.) Limits. Floor area for detached dwelling units is limited to a maximum floor area ratio in low density residential zones. See Use Zone charts for the maximum percentages allowed. This regulation does not apply within the disapproval jurisdiction of the Houghton Community Council.

115.43 Garage Requirements for Detached Dwelling Units in Low Density Zones. Detached dwelling units served by an open public alley, or an easement or tract serving as an alley, shall enter all garages from that alley. Whenever practicable, garage doors shall not be placed on the front façade of the house. Side-entry garages shall minimize blank walls. For garages with garage doors on the front façade, increased setbacks apply, and the garage width shall not exceed 50% of the total width of the front façade. These regulations do not apply within the disapproval jurisdiction of the Houghton Community Council. Section 115.43 lists other exceptions to these requirements.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations. See Section 115.90 for a more detailed explanation of these exceptions.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.115.3.n Covered Entry Porches. In residential zones, covered entry porches on dwelling units may be located within 13 feet of the front property line if certain criteria in this section are met. This incentive is not effective within the disapproval jurisdiction of the Houghton Community Council.

115.115.3.o Garage Setbacks. In low density residential zones, garages meeting certain criteria in this section can be placed closer to the rear property line than is normally allowed in those zones.

115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

115.115.5.a Driveway Width and Setbacks. For a detached dwelling unit, a driveway and/or parking area shall not exceed 20 feet in width in any required front yard, and shall be separated from other hard surfaced areas located in the front yard by a 5-foot wide landscape strip. Driveways shall not be closer than 5 feet to any side property line unless certain standards are met.

115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

152.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

Prior to recording:

110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

Prior to issuance of a grading or building permit:

95.30(4) Tree Protection Techniques. A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

95.34 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

PUBLIC WORKS CONDITIONS **CONTACT John Burkhalter 425-587-3846**
jb Burkhalter@ci.kirkland.wa.us

General Conditions:

All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.

1. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
 - Water and Sewer connection Fees (paid with the issuance of a Building Permit)
 - Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
 - Water Meter Fee (paid with the issuance of a Building Permit)
 - Right-of-way Fee

- Review and Inspection Fee (for utilities and street improvements).
 - Traffic, Park and School Impact Fee (paid with the issuance of Building Permit).
For additional information, see notes below.
2. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit.
 3. This project has received a Transportation Concurrency Test Notice.
 4. Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
 5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
 6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
 7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
 8. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.
 9. All subdivision recording mylar's shall include the following note:
Utility Maintenance: Each property owner shall be responsible for maintenance of the sanitary sewer or storm water stub from the point of use on their own property to the point of connection in the City sanitary sewer main or storm water main. Any portion of a sanitary sewer or surface water stub, which jointly serves more than one property, shall be jointly maintained and repaired by the property owners sharing such stub. The joint use and maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

Public Right-of-way Sidewalk and Vegetation Maintenance: Each property owner shall be responsible for keeping the sidewalk abutting the subject property clean and litter free. The property owner shall also be responsible for the maintenance of the vegetation within the abutting landscape strip. The maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

Sanitary Sewer Conditions:

1. There is existing sewer main on the north and south end of this property. The developer shall design a sewer main extension that provides a 6-inch minimum gravity side sewer connection to each lot.

Water System Conditions:

1. Install a new 8-inch water main along the new public road and provide a separate 1" minimum water service from the water main to the meter for each lot; City of Kirkland will set the water meter. The existing 6-inch main along the east property line shall be abandoned.
2. A fire flow analysis has been done and the analysis found that in addition to the new 8-inch water main through the site, the project shall also replace the 6-inch water main in NE 75th Street with a new 8-inch main from 128th Ave NE to the west property line of the subject property.

Surface Water Conditions:

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact city of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements. Summarized below are the levels of drainage review based on site and project characteristics:
 - Full Drainage Review
 - A full drainage review is required for any proposed project, new or redevelopment, that will:
 - ✓ Add or replaces 5,000ft² or more of new impervious surface area,
 - ✓ Propose 7,000ft² or more of land disturbing activity, or,
 - ✓ Be a redevelopment project on a single or multiple parcel site in which the total of new plus replaced impervious surface area is 5,000ft² or more and whose valuation of proposed improvements (including interior improvements but excluding required mitigation and frontage improvements) exceeds 50% of the assessed value of the existing site improvements.
2. The proposed storm detention and water quality facility will be publically owned and maintained. A 12 ft. wide paved access shall be provided to the control tee access in the vault. The proposed park design shall be modified to show this access. The proposed park area on top of the vault shall be owned and maintained by the Homeowners Association.
3. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater low impact development facilities on-site (per section 5.2 in the 2009 King County Surface Water Design Manual). If feasible, stormwater low impact development facilities are required. See PW Pre-Approved Plan Policy L-2 for more information on this requirement.
4. Flow Control BMPs used to comply with Policy L-2 must be modeled (using WWHM or MGS Flood) if the applicant would like to use the Flow Control BMPs to decrease the size of the Flow Control Facility.
5. Because this project site is one acre or greater, the following conditions apply:
 - Amended soil requirements (per Ecology BMP T5.13) must be used in all landscaped areas.
 - If the project meets minimum criteria for water quality treatment (5,000ft² pollution generating impervious surface area), the enhanced level of treatment is required if the project is multi-family residential, commercial, or industrial. Enhanced treatment targets the removal of metals such as copper and zinc.
 - The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website:
<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
 - Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control

Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.

- Turbidity monitoring by the developer/contractor is required if a project contains a lake, stream, or wetland.
 - A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the 2009 King County Surface Water Design Manual for plan preparation.
6. The storm water detention system shall be designed to Level II standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.
 7. Storm detention calculations for the entire site are required.
 8. Any off-site storm water must by-pass the on-site storm water detention system or accounted for in the design of the detention system.
 9. The developer has been given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities.
Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch
http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage_NWPs

Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

10. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
11. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.
12. Provide collection and conveyance of right-of-way storm drainage
13. Provide a separate storm drainage connection for each lot.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 75th Street, a Neighborhood Access type street. In addition, the project requires a public road for access built to Neighborhood Access design standards. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

NE 75th St

- A. Widen the street to 28 ft. from the existing curb on the south side of the street to the new face of curb; the new curb should align with the existing curb to the east.
- B. Install storm drainage, curb and gutter, a 4.5 ft. planter strip with street trees 30 ft. on-center, and a 5 ft. wide sidewalk.
- C. Dedicate right-of-way to encompass the said street improvements.

New Access Road

- A. The standard street improvements for this type of project consists of the following cross-section :
 - 45 ft. right-of-way dedication
 - 24 ft. of asphalt paving
 - Vertical curb and gutter along both sides of the street.
 - 4.5 ft. wide landscape strip with street trees planted 30 ft. on-center along both sides of the street.
 - 5 ft. wide concrete sidewalk along both sides of the street.
 - A storm drainage collection and conveyance system.
 - The City can require these street improvements through the project from NE 75th Street to the north property limits.
- B. The Public Works Department is requesting that the new access road be extended within the existing 128th Ave. NE right-of-way to NE 80th Street to promote pedestrian, bicycle, vehicular, and emergency access to this project and the surrounding neighborhood. The connection is 450 ft. in length from the north property line of the subject property to NE 80th Street and will included the following:
 - 24 ft. of asphalt paving
 - Vertical curb and gutter along both sides of the street.
 - A storm drainage collection and conveyance system.
 - 5 ft. wide concrete sidewalk along the east side of the street (*note: sidewalk was originally planned for the west side of the street, but based on suggestions from the neighborhood, it was moved to east side of the street*).
 - Street trees planted 30 ft. on-center, 3 ft. behind the new sidewalk on the east side of the street and 3 ft. behind the new curb on the west side of the street (approximately 30 new street trees). Note: the landscape strip typically required between the sidewalk and curb is not recommended in this case because at least 3 of the adjacent property owners have back yards that back up to this right-of-way and we do not want to require them to maintain this landscape strip. If a property owner contacts the Public Works Department and indicates that they will maintain the landscape strip, we will have one installed.
 - The estimated value of the street connection is \$280,000 to \$310,000.
- C. In consideration of constructing the 450 ft. long street connection, the developer is asking to modify the street improvements within the project in the following three areas:
 - Installation of sidewalk along the east side of the access road only (matches the off-site sidewalk connection).
 - Reduction of the right-of-way dedication from 45 ft. to 36.5 ft.:
 - Installation of street trees on the west side of the street in a public landscape easement instead of a public right-of-way dedication.

- D. Chapter 110 of the Kirkland Zoning Code includes criteria and language that guides the Public Works Department when considering requests for modifications to standard street improvements. In this case, Public Works has considered the following language when reviewing this request:
- KZC 110.35 R-24 Neighborhood Access Streets:
 - Sidewalks: (1) A 5-foot wide sidewalk is required on both sides of the street unless otherwise specified in the Comprehensive Plan, the Nonmotorized Transportation Plan, a design report for the specific street, elsewhere in this code, or as a special condition of development. (underlined for emphasis)
 - KZC 110.70.3 Modifications - The City may require or grant a modification to the nature or extent of any required improvement for any of the following reasons:
 - c. If other unusual circumstances preclude the construction of the improvements as required.
- E. Given the above language, the Public Works Department recommends that the requested modification be approved for the following reasons:
- Sidewalk along one side of the street will meet the pedestrian needs of the proposed project and the surrounding neighborhoods.
 - It is an unusual circumstance that the City is presented with the opportunity to establish a two-block through road connection to enhance the transportation network. We are recommending using this opportunity to establish superior pedestrian, bicycle, vehicular, and emergency access improvements within the connection than the Code would otherwise require. This requires focusing some of the improvements to the northern connection rather than within the proposed plat, and doing so precludes construction of the improvement that would otherwise be required if this opportunity were not available. The benefits of the proposed off-site street improvements outweigh the benefit of having sidewalks along both sides of the subject street. As mentioned above, by constructing the off-site improvements, superior pedestrian, bicycle, vehicular, and emergency access is provided for this project and the surrounding neighborhood.
 - Street trees will be planted along the east side of the new street, but they will be encompassed in a public landscape easement instead of public right-of-way. The care and maintenance of the trees will match trees planted in public right-of-way.
- F. In summary, the modified street improvements should consist of the following:
- Within the project from NE 75th Street to the north property line-
 - 36.5 ft. right-of-way dedication.
 - 5 ft. wide Public Landscape Easement along the west side of the street.
 - 24 ft. of asphalt paving.
 - Vertical curb and gutter along both sides of the street.
 - 4.5 ft. wide landscape strip with street trees planted 30 ft. on-center along the east side of the street.
 - Street trees planted 30 ft. on-center along the west side of the street (within the said landscape easement)
 - 5 ft. wide concrete sidewalk along the east side of the street.
 - A storm drainage collection and conveyance system.

- From the north property line of the subject property to NE 80th Street within the exist 128th Avenue NE right-of-way-
 - 24 ft. of asphalt paving
 - Vertical curb and gutter along both sides of the street.
 - A storm drainage collection and conveyance system.
 - 5 ft. wide concrete sidewalk along the east side of the street.
 - Street trees planted 30 ft. on-center, 3 ft. behind the new sidewalk on the east side of the street and 3 ft. behind the new curb on the west side of the street (approximately 30 new street trees).
- 2. The developer has proposed to install a flashing crosswalk (Rapid Repeating Flashing Beacon – RRFB) at the intersection of NE 80th Street and 128th Ave NE as one of their PUD benefit elements. Public Works recommends that this RRFB be installed at this crosswalk to assist with pedestrian crossings. The RRFB shall include the following:
 - Design and installation of the RRFB per City of Kirkland Standards.
 - Design and installation of curb, gutter and sidewalk at both sides of the intersection south leg (NE 80th Street/128th Ave. NE) so that pedestrians can safely walk to and from the RRFB along the south side of NE 80th St.
- 3. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
- 4. The driveway for each lot shall be long enough so that parked cars do not extend into the access easement or right-of-way (20 ft. min.)
- 5. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.
- 6. Prior to the final of the building or grading permit, pay for the installation of stop and street signs at the new intersections.
- 7. The City may require the installation of "NO PARKING ANYTIME" signs along one side of the new street depending on driveway locations.
- 8. Install new monuments at the new intersections and all other points as directed by the land surveyor.
- 9. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.
- 10. Underground all new and existing on-site utility lines and overhead transmission lines.
- 11. New street lights will be required per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit.

FIRE DEPARTMENT CONDITIONS Contact: Grace Steuart at 425-587-3660; or gsteuart@kirklandwa.gov

Fire hydrants in re Contact: Grace Steuart at 425-587-3660; or gsteuart@kirklandwa.gov

Fire hydrants in residential areas shall be spaced 600 feet or less apart with no hydrant further than 300 feet from the nearest setback on a building lot. All measurements shall be made by vehicular travel

distance. Approved hydrant locations have been determined per discussions between the civil engineers and the fire department. All new hydrants as well any existing hydrants which are being used to serve the project shall be equipped with 5" Stortz fittings.

Required fire flow for single family residential development is 1,000 gpm. Fire flow in the area is currently less than 1,000 gpm.. The Public Works Department has specified upgrades to the water system which will provide the required fire flow. Residential areas shall be spaced 600 feet or less apart with no hydrant further than 300 feet from the nearest setback on a building lot. All measurements shall be made by vehicular travel distance. Approved hydrant locations have been determined per discussions between the civil engineers and the fire department. All new hydrants as well any existing hydrants which are being used to serve the project shall be equipped with 5" Stortz fittings.

Required fire flow for single family residential development is 1,000 gpm. Fire flow in the area is currently less than 1,000 gpm.. The Public Works Department has specified upgrades to the water system which will provide the required fire flow.

BUILDING DEPARTMENT CONDITIONS

TOM JENSEN (425) 587-3611

1. Prior to issuance of Building, Demolition or Land surface Modification permit applicant must submit a proposed rat baiting program for review and approval. Kirkland Municipal Ordinance 9.04.040
2. Currently, building permits must comply with the 2009 editions of the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland. Permit applications received on or after July 1, 2013 will need to comply with the 2012 editions as amended.
3. Currently, structures must comply with the 2009 Washington State Energy Code. Permit applications received on or after July 1, 2013 will need to comply with the 2012 edition.
4. Structures to be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.
5. Plumbing meter and service line shall be sized in accordance with the current UPC.
6. Demolition permit required for removal of existing structures, if applicable.

August 20, 2012

Dear Ms. Coogan:

My husband and I are long-time residents of a home directly adjacent to the proposed Radio Tower Property Development by C&G Properties. We have lived in this cul-de-sac neighborhood since September of 1968 which, I believe, makes us one of the first residents of this area. We have enjoyed the privacy that the radio tower property has given us for 42 years and want to maintain the lifestyle as best as possible given the changes that we know are slated to happen. In recent years, we have enjoyed a renewal of our neighborhood with added homes and young families. There has been an increase of “walking” neighbors in the past few years given the quiet streets and safe walking areas for pets and children. The most important aspect of this development for us is to maintain the “dead-end” street on Northeast 75th that passes in front of our home. Any opening at the end of the cul-de-sac would completely destroy the privacy of all of its residents and have a disastrous effect on property values.

We are also in complete agreement that there should not only be an access on NE 75th to the new property development but a through street onto NE 80th. To us, this is the only logical plan given the need for any emergency vehicles having to access the new property and the idea that at least 70 vehicles are likely to be added to the traffic volume in the area.

I hope that you will take all of these proposals into consideration before going ahead with this plan. Please feel free to contact us if you have any questions.

Cordially,

Marianne & Richard Cavaliere

12626 NE 75th Street

Kirkland, WA 98033

(425) 827 2957

March 29, 2013

Hearing Officer

C/o Ms. Janice Coogan

City of Kirkland Planning Department

123 5th Avenue

Kirkland, WA 98033

RE: SUB 12-00560, C and G Property PUD

This letter is to state my belief that this application for a Planned Unit Development should be denied as it fails to meet the criteria of section 125.35 of the Kirkland Zoning Code. There is not significant public benefit to the citizens of Kirkland to compensate for the requested increase in dwelling units, for the following reasons:

125.35 2. PUBLIC BENEFIT:

- Project proposes to add 3 additional dwelling units which will add another thirty trips per day to already crowded single family residential streets and intersections, including an elementary school. This increased traffic will add another 600 pounds of pollution a year for the residents of the 3 additional units just to get to 70th or 80th Streets.
- Only 2 of the 35 lots meet the minimum 7,200 square foot lot size of the under lying zoning. The units proposed are the same as this developer is building on a site zoned multifamily and abutting a shopping center in Houghton. This is not compatible with the single family homes surrounding this site.

125.35 3b Enhance Natural Features:

- Sheet UP-01 shows the site being graded into a series of flat lots, again because the small lot sizes do not allow for any change in grade outside of the building pad. The high point of the site at the Southeast corner is being cut to be in line with the rest of the development.

125.35 3c Passive Solar:

- The majority of the lots face east or west, with very few having large front windows or rear patio doors facing South to receive the maximum sun. And many of the units are thirty feet tall but only ten feet apart, meaning the South facing side walls will mostly be in shadow, especially in the winter months when the low angle sun can provide needed heat gain.

125.35 d1) Provision of Open Space or Recreational Facilities:

- The size and location of the bulk of the open space in tracts B and C is determined by the need for storm water treatment because the small unit lots have a high percentage of impervious surfaces, unable to retain runoff on site.
- The proposed play structure will be a private facility, supposedly accessible by the public, but who maintains it to CPSC (Consumer Product Safety Code) standards? Who's liable?

125.d2) Superior Circulation:

- There are conflicts and inconsistencies in the two Traffic Impact Analysis's (TIA's) submitted for this project :
 - Table 1 on both reports is erroneous stating there are sidewalks on both sides of 128th Avenue North of 80th Street – there is only a sidewalk on the East side. (See comment below on sidewalks)
 - The 2012 report's Figure 5 – Trip Distribution and Assignment has 45% of the project's traffic coming out of the site's single exit on the 75th street and turning East to 130th then turning North to 80th, where 15% turns East toward Redmond, while 30% turn West on 80th , then all turning North on 128th. (See Attachment A). The later report shows 15% exiting the development at 128th and 80th turning East toward Redmond again, but only 15% continuing North on 128th, and now 15% headed West on 80th. (See Attachment B).
 - The TIA's only address the traffic of the development itself , ignoring surrounding circumstances:
 - The additional traffic from off site that may come through the development because 128th Street will become the only straight through street across 80th between 132nd Avenue and I-405.
 - The more critical afternoon peak hour traffic might be at 3:00 PM, when Rose Hill Elementary lets out, not at the end of the business day.
 - The project only has one side walk in front of only 10 of the 35 units. Normal subdivision requirements would have sidewalks serving all units on the street. Further, the sidewalk to 80th Street is on the West side of 128th, meaning students and parents walking to Rose Hill Elementary will have to cross both 80th and 128th, further compounding the traffic situation at that intersection, especially in the morning.

1125.35d3) Superior Landscaping:

- The proposed landscaping along 75th is not necessary to buffer this development from the adjacent single family homes, and only serves to separate this development from the neighborhood. Part of the buffer is existing significant trees to be retained.

125.35 d4: Superior Architectural Design or Placement of Structures:

- The project's site plan is dull and uninspired. Its major feature is a street that is straight as an arrow for most of the site, lined with fifteen units on small narrow lots on one side, ten units on the other, for 70% of the units in the development. Because of the small lots, all but one of these units are shown in a straight line at the minimum set back. The Forty foot wide lots will have minimum front lawn area because the eighteen foot wide driveways take up nearly half the frontage. (See Attachment C to compare this to a normal subdivision)
- Because current developments in the area are selling in the \$500,000 -700,000 range, the architectural detailing already includes many of the elements and materials proposed by the this development, so the architectural designs for this project are equivalent to other recent developments in the area, but not superior. (See Attachment C)

In summary, it is apparent that this project does not provide sufficient public benefit to warrant granting it a Planned Unit of Development.

Sincerely,

Carter Bagg

12819 NE 84th Street

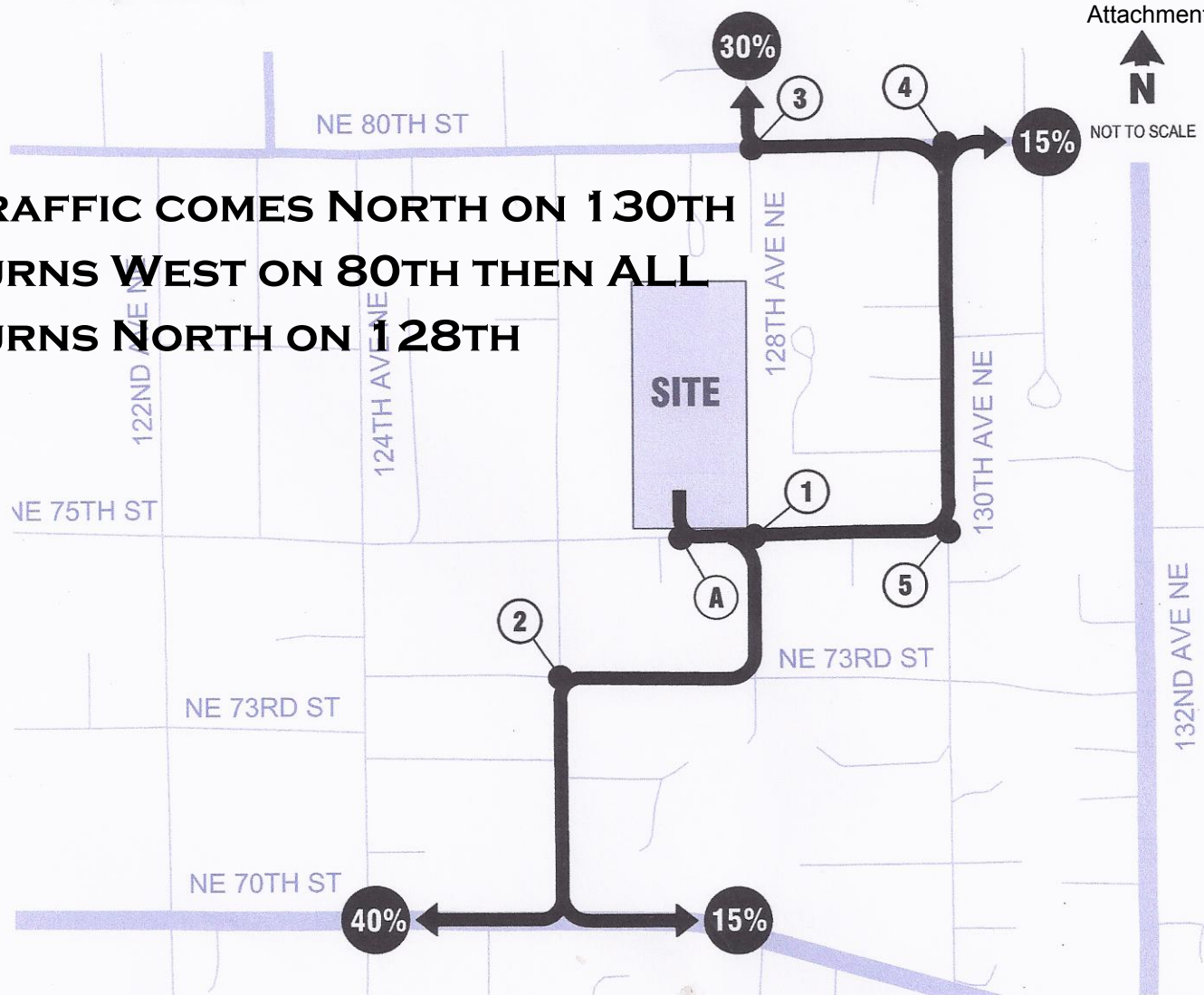
Kirkland, WA 98033

(425) 828-6565, baggcd@frontier.com



NOT TO SCALE

**TRAFFIC COMES NORTH ON 130TH
TURNS WEST ON 80TH THEN ALL
TURNS NORTH ON 128TH**



① 128TH AVE NE NE 75TH ST 	② 126TH AVE NE NE 73RD ST 	③ 128TH AVE NE NE 80TH ST
④ 130TH AVE NE NE 80TH ST 	⑤ 130TH AVE NE NE 75TH ST 	A SITE ACCESS NE 75TH ST

Trip Distribution and Assignment

C and G Property

M:\11\11256 C and G Property\Graphics\11256_graphic01 <Fig 5> kyles 04/02/12 08:10

FIGURE

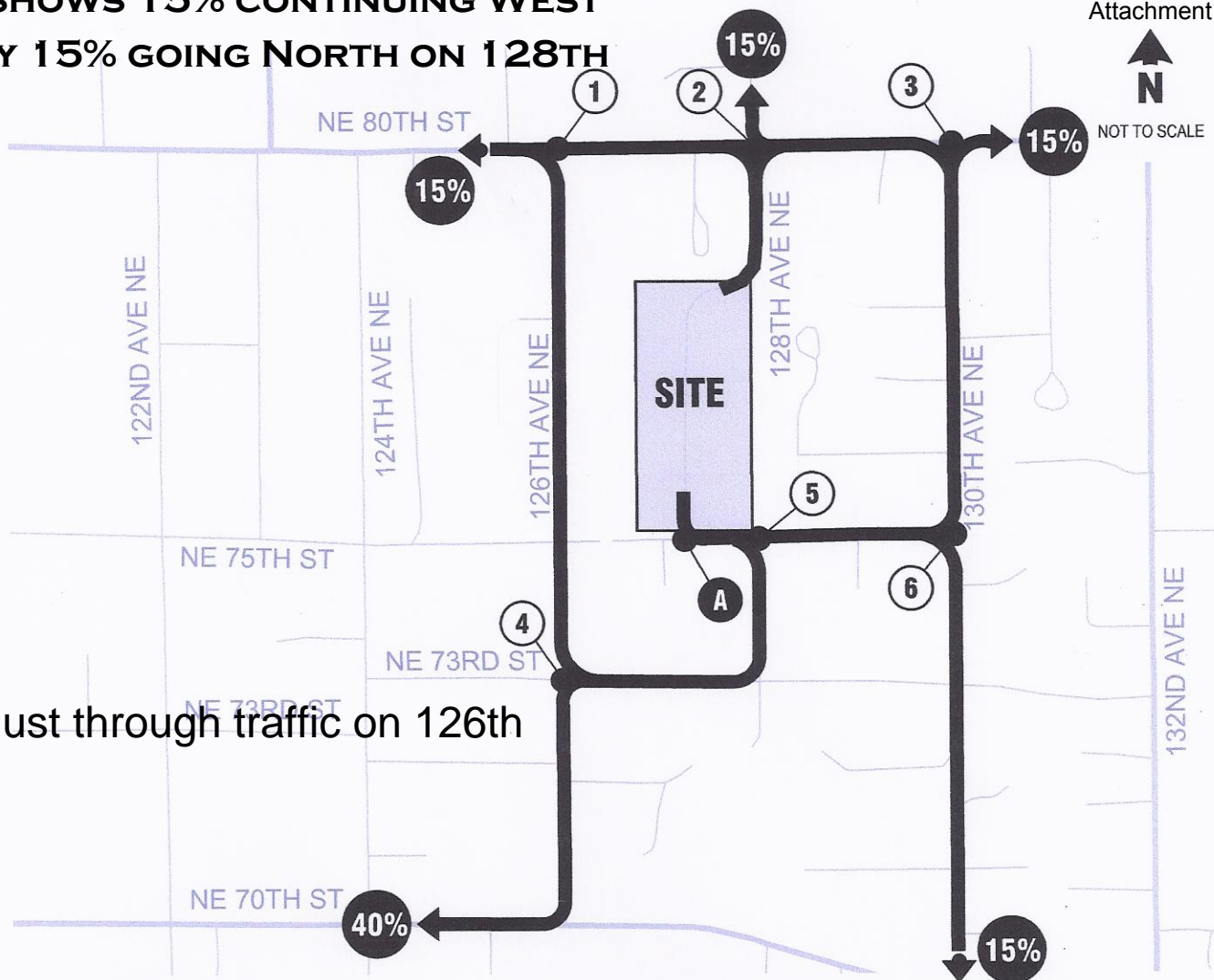
5

**NOW SHOWS 15% CONTINUING WEST
& ONLY 15% GOING NORTH ON 128TH**

Attachment 5



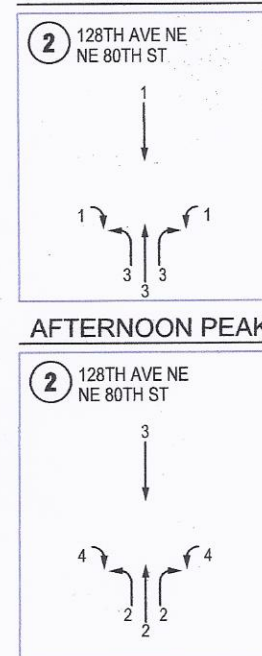
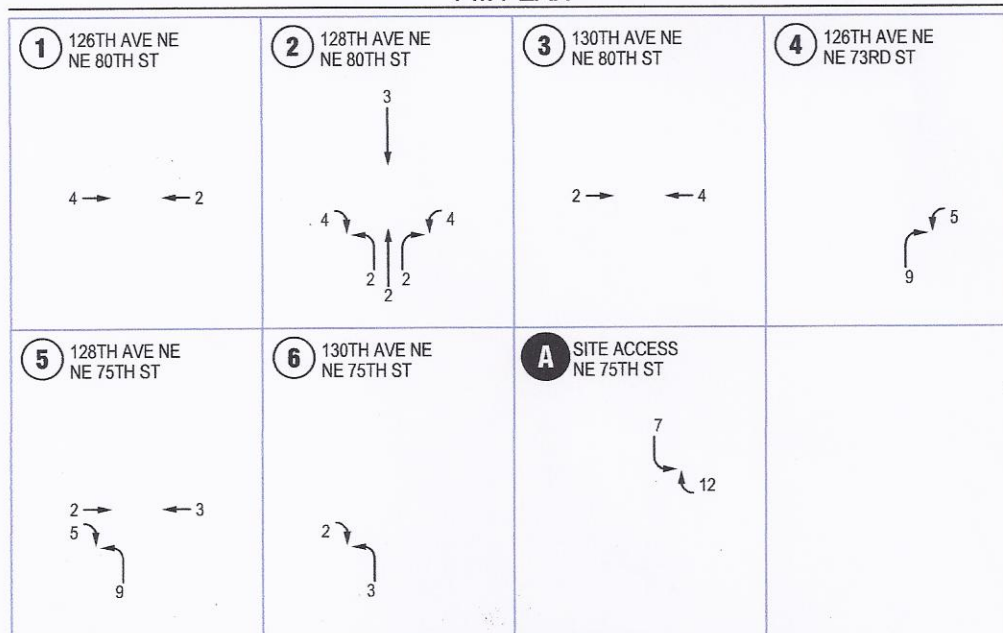
NOT TO SCALE



Note: Just through traffic on 126th

PM PEAK

AM PEAK



Trip Distribution and Assignment

C and G Property

M:\11\11256 C and G Property\Graphics\11256_graphic01 <Fig 5> scottl 01/09/13 07:05

transpoGROUP

5

FIGURE



Note: Varied Building
Setbacks

Note: Landscaping area

Note: Sloping yards

Note: Meandering Sidewalk

Attachment C

From: [Diane Friend](#)
To: [Janice Coogan](#)
Cc: gordon.buck@live.com; coldfilteredsteve@yahoo.com
Subject: C&G Development...comments
Date: Friday, March 29, 2013 9:14:09 AM

From: Gordon Buck [mailto:gordon.buck@live.com]
Sent: Thursday, March 28, 2013 11:21 AM
To: Dianne Friend
Subject: Email to the City

Dear Ms. Coogan:

My name is Dianne Friend and I live at the intersection of 128th Ave and NE80th. Thank you for your time and efforts regarding the proposed C and G Development at this junction. I have information and suggestions regarding the proposed thru street and hope that you will take them under consideration.

I oppose the requirement by the City of Kirkland requiring the developers to build a through street giving access to the intersection of NE 80th and 128th Avenue NE. Instead, I propose the funds and space intended for the road be made into a bicycle/pedestrian trail creating access to the north and south sides of the neighborhood, creating a more livable environment for all. Such a change would be less expensive to build and to maintain in the future and would certainly comply with the City's vision of promoting less vehicular traffic.

I strongly believe a non-vehicular, yet pedestrian/bicycle friendly, access from the intersection is important in maintaining the quality of life in our neighborhood. My concerns are based on my experiences, and those of many of the neighbors north of NE 80th, as we confront an ever-increasing flow of vehicles.

I have reviewed the City of Kirkland Comprehensive Plan and Transportation Conversations at the City of Kirkland web-site. These documents profess several principals, specifically the following:

- Move People
- Be Sustainable
- Create Partnerships
- Link to land use

As you know, based on these principals, the City of Kirkland established goals in 2009, which include, "Balanced Transportation – Kirkland values an integrated multi-modal system of transportation choices. " "Council Goal: To reduce reliance on single occupancy vehicles... For more than 70 years, Kirkland's transportation system has been focused on moving cars. The principle of Moving People requires development of facilities and programs that support not only cars but travel by bicycle, transit and walking to move people where they want to go...Moving cars has been the organizing concept for transportation during the past 70 years, but today people are seeking alternatives." The plan also states that "Land use and

transportation plans must be developed with consideration of effects each has on the other...Transportation plans need to support/respond to the City's land use vision. That vision will not be realized without a transportation plan that supports it." In other words, according to the goals, Land use + Transportation facilities and programs = Performance across modes. I interpret these goals as a desire to encourage residents to think beyond our cars and to choose bicycles or our feet as a way to get around.

To achieve these principles, the City calls for the development of a new level of service standards that align with the transportation principles. I quote from the web-site, "This will mean incorporating transit, bicycling and walking into the standards. A new, less auto-centric level of service standard could reduce the requirement for construction of expensive projects to meet that standard." This is certainly true here.

I believe that simply adding another vehicle-centric intersection to our neighborhood is in direct contrast to the City's goals. I am not naïve enough to believe that not adding such an intersection will diminish the amount of cars on the road south of NE 80th and acknowledge the impact to that portion of the neighborhood. However, due to the nature of the services available north of that intersection or to the south and east at Bridle Trails, such as schools, bus transportation, restaurants, places of worship and grocery and drug stores, it is quite conceivable that a non-vehicular intersection might change several daily decisions to just hop in a car and drive to those services. In addition, a trail at the intersection in question might actually help unite the neighborhood with those from the north walking or bicycling south, and those to the south, walking or bicycling north.

These benefits are to the overall neighborhood, the environment and our health.

The January 13, 2013 Traffic Analysis for the building project states, "no off-site road improvements would be required of the project" because all intersections are expected to operate at LOS C or better with this proposed project. The prior Traffic Analysis even recommended this intersection have a pedestrian pathway and not a street. Based on these analyses alone, a through-street is not needed.

In addition, I would like to point out some errors made in the January 2013 Traffic Analysis. Specifically, on Page 9, Table 1 states there are sidewalks on both sides of 128th Avenue

NE. This is simply untrue. There is a sidewalk only the east side, and very little sidewalk on the west side. In addition, in this same table, the description of NE 80th Street states there are sidewalks on the north and south sides. This is also simply untrue. The north side is fairly complete, but the sidewalks on the south side are not and/or not adequate. These factors are a problem because the Traffic Analysis also states there are no improvements in this area planned.

I would also like to address an issue which may be more pertinent to those of us north of this intersection, which is the frustration of daily vehicle traffic and our inability to maneuver through it. Adding more traffic to the intersection in question will only exacerbate this issue. I cannot emphasize enough the safety issues many of us face. Whether or not anyone agrees with the need for non-vehicular traffic in the overall sense, we must address the safety of our fellow citizens and schoolchildren, specifically at Rose Hill Elementary School and, to some extent, students at Rose Hill Middle School and at Lake Washington High School.

It has been said by members of the South Rose Hill Neighborhood Association that the biggest traffic problem associated with schools is parents driving their kids to school. There will be much less temptation to do so if the kids and their accompanying parents have a trail from the south to use to get to school, and if it is quicker to take the trail than to drive a car.

There are now so many cars and trucks traveling along NE 80th and 128th Avenue NE that I and others continually experience backing out of our driveways with a heightened sense of causing an accident or running over a pedestrian or bicyclist while trying to find a gap in traffic, especially during high commute times. There are simply too many vehicles on these streets already. At least one neighbor, in his 70's, has to stand in the road to block traffic while his wife backs the car out of their driveway. There is nothing good about that practice, and adding more traffic to these streets will only increase our need to take traffic into our own hands.

Even if this intersection is not approved for vehicular traffic, when the Rose Hill shopping center is ever "revived", the amount of traffic through our neighborhood will grow. The belief that this area is becoming a "highway relief valve" cannot be overstated. The City's projected growth rate of 1% does not take into account the potential large increase in traffic to be anticipated when this shopping center and the aged multi-family housing just south of the center, is enhanced and developed.

I know that creating a non-vehicular intersection will increase vehicular traffic to the south, by its very definition. However, I believe that the neighborhood to the south is currently far less traveled than the neighborhood to the north and thus is able to absorb the increased traffic of new neighbors who will be living in that neighborhood. Residents in that portion of the neighborhood currently experience a quiet neighborhood previously defined on this web-site by "often many hours will pass without the sound of a car going by".

We as a neighborhood have several passionate opinions, clearly in many different shades, of this issue facing us all. In the end, we all have a stake in this decision. We must move forward as a community to make this neighborhood one which is livable for all. We may never have another chance to make such an impact for the future generations as we face now. I submit that a non-vehicular intersection at NE 80th and 128th Avenue NE is best for us all.

Attached please find the initial results of a petition in support of our position that no through street at this intersection be built.

Thank you.

Dianne M. Friend

MAR 29 2013

AM

PM

PLANNING DEPARTMENT

We the undersigned residents of the Rose Hill Community oppose the addition of any through street accessing NE 80th Street via any extension of 128th Avenue NE between NE 80th and NE 75th Streets.

Name and Address	Date
MAMIE D. Hill 12831 NE 80 th St	11/10/2012
SUZANNE LOVAS 12815 NE 80 th St	11/11/12
Megumi Matsumura 7720 131st Ave Kirkland	11/14/12
Jaci Seidel 7720 131st Ave N.E. Kirkland 98033	11/14/12
Sarah D. Seidel 7720-131st Ave NE Kirkland, WA 98033	11/14/12
MARTIN MARINOV 7720 131 st AVE NE KIRKLAND, WA 98033	11/16/12
Tamara Kempa 7844 128 th Ave NE Kirkland, WA 98033	11/25/2012
Wally Kempa 7844 128 th Ave NE KIRKLAND WA 98033	11/25/2012
Gavin Michael Hoerl 7848-128 Ave NE Kirkland WA 98033	11/25/2012
Lynette Hoerl 7848-128 Ave NE Kirkland WA 98033	11/25/2012
Rick Anglin 7934 127 th PL NE Kirkland WA 98033	11/25/2012
John Randall 7918 127 th Pl NE Kirkland	11/25/2012
Cheri Eakman 7918 127 th PL NE Kirk	11/25/2012
Kyle Peterson 7908 127 th PL NE	11/25/2012

MAR 29 2013

AM PM

We the undersigned residents of the Rose Hill Community oppose the addition of any through street accessing NE 80th Street via any extension of 128th Avenue NE between NE 80th and NE 75th Streets.

PLANNING DEPARTMENT

BY

Name and Address	Date
Kirkland WA 98033 Jerrie Kennedy 12712 NE 80 th Lane	10/22/2012
98033	
Eric Wutrich, 8027 128 th Ave NE Kirkland, WA	10/28/2012
8027 128 th Ave NE	
Kurt Wutrich KIRKLAND, WA 98033	10/28/2012
12611 NE 80 th Street	
Todd Martin Kirkland WA 98033	10/28/2012
Valerie Wall 8006 126 th AV NE KIRKLAND, WA. 98033	10/28/12
Brian White 8028 126 th Ave NE	
LeAnn White Kirkland, WA 98033 BJWonly@aol.com	10/28/2012
12718 NE 80 th Lane Kris Carroll KIRKLAND, WA 98033	10/28/12
8019 128 th Ave NE	
Bob Schow LA 3457 KIRKLAND 98033	11/1/12
8017-128 th Ave N.E.	
Steve/Shar Benson Kirkland, Wa.	11/8/12
WALLACE MALLICOAT 12654 NE 80 th ST	
KIRKLAND, WA. 98033	11/08/12
Harold Malligoat	
8005-128 th Ave N.E.	11/8/12
K. WA 98033	
Frances K Stray 12805-NE 80 th ST	11/11/12
K. WA. 98033	

Fredrick M. Stray 12805 NE 80 ST
Kirkland WA 98033 11/11/12

MAR 29 2013

PLANNING DEPARTMENT

PM

We the undersigned residents of the Rose Hill Community oppose the addition of any through street accessing NE 80th Street via any extension of 128th Avenue NE between NE 80th and NE 75th Streets.

Name and Address	Date
28 Larry R Holmes 7904 127 th PL NE Kirkland, WA	11-26-2012
29 Lynn McMahon 7900 127 th PL NE Kirkland, WA	11-26-12
30 FRED & LIL LOVELACE 7913 127 th PL NE KIRKLAND, WA	11-25-12
31 Dennis Lwin 12825 NE 86 th St Kirkland WA 98033	11-25-12
32 John Bettinger 13317 NE 7 th ST Redmond 98052	3/6/13
33 CARMEL HAGEN 12625 NE 80 th ST Kirkland WA 98033	3/13/2013
34 Judith E. Hagen 12625 NE 80 th St, Kirkland, WA 98033	3/13/2013
35 R. Smalld 7215 - 126 AVENUE KIRKLAND, 98033	3/22/13
36 KAREN HOYER 7215 - 126 AVE NE KIRKLAND 98033	3/22/13
37 Mike Wegener 11636 NE 70 th PL #B Kirkland WA 98033	3/25/13
38 Gordon & Ann Buck 8005 128 th Ave NE Gordon P Buck Kirkland WA 98033	3/27/13
39 Mike & Nicole Fulton 13423 NE 119 th Way Redmond, WA 98052	3/28/13

8005 128th Avenue NE
Kirkland, WA 98033
July 16, 2012

City of Kirkland Dept of Public Works
Mr. Rob Jammerman
Kirkland, WA 98033

Dear Mr Jammerman:

Thank you for responding to my letter of concern regarding the proposed development of the radio station property. I appreciate the fact that handling the best approach to this type of development is a difficult task.

I understand the city will wait for a formal application to see if the project will move forward; however, I also understand the City of Kirkland has responded to the developer requiring a new access road to NE 80th be included in their design. Now the developer will be working to include a through street to the intersection of NE 80th and 128th Avenue NE.

I oppose the use of the intersection at NE 80th Street and 128th Avenue NE as a new entrance to the proposed residential development of the radio station property. Such a use would be a significant mistake for the entire community.

This intersection is already congested. Freight and other large commercial vehicles continually use 128th Avenue NE. There is an elementary school at this intersection which compounds traffic matters in the mornings and in the afternoons. Adding more traffic to this already-stressed intersection will only compound the situation.

It is also crucially important to consider the future impacts on 128th Avenue NE from projects which, although not currently planned, are easy to foresee. The property housing the Baskin and Robbins, Crescent Lighting and Kelly Moore Paint businesses, located at NE 85th and 128th Avenue NE, is a large parcel which foreseeably faces a significant redevelopment into a much more active, multi-use retail shopping center or residential community which would add a tremendous amount of traffic volume to 128th in the future. The fact is, all of NE 85th is changing and is in various stages of redevelopment, already adding more square footage of retail and more vehicle traffic. This traffic continually spills onto 128th Avenue NE to avoid congestion or is otherwise used as an alternative route.

In addition, one block south of NE 85th on 128th Avenue NE, there are several older duplex homes currently zoned for apartments and which also comprise a prime area for redevelopment. A few years from now, the growth and traffic will guarantee daily gridlock on 128th Avenue NE. This intersection at NE 80th and 128th Avenue NE cannot handle any more traffic under current levels and does not have the potential to be able to absorb the increase which would accompany the proposed entrance of the new development. A through street from NE 80th to NE 75th will not work and must not be considered by the City of Kirkland as a viable solution. The impact on Rose Hill Elementary and the neighboring properties would be crippling, making access more difficult and unsafe as it already is.

The proposed access road would greatly impact my property located at that intersection. My property is already congested with passing traffic, pedestrians and bicycles, making it difficult to safely

back out of my driveway. Test drives from the nearby car dealership and repair shops, and commercial deliveries continually stream through this intersection from NE 85th. I have counted a delivery van associated with one of the businesses on NE 85th traveling by my house on average, eight times during the day, almost every day. This problem is even greater during the school year when busses and cars almost shut down traffic in this area.

I have taken the step of notifying visitors to my house, not to attempt to come and go during heavy commute times such as rush hour and before and after school.

As it is, the busy road already causes harm to my property. People drive into my driveway to use their cell phones, to turn around, and in fact, have destroyed and knocked over a speed limit sign posted next to my property while doing so. I have even seen a person pull into my driveway to use drugs.

NE 80th is a high-volume recreational street, frequented by walkers, joggers, baby stroller pushers, bus riders and bicycle riders, at a seemingly higher rate than any other road in the vicinity. The City, for environmental, health and quality of life reasons, should continue to maintain the ability of these recreationalists to have a safe area to exercise and to catch the bus. As concerned as I am about my property, I am alarmed at the potential of increased traffic resulting from the proposed access road and how it may discourage non-vehicular traffic, and worst of all, poses a safety threat to the recreational user.

The most viable solution is to require the access road connect with NE 73rd Street, an appropriate solution since NE 73rd and adjoining roads experience considerably less traffic than NE 80th and 128th Avenue NE. There will be no future developments on NE 73rd to further increase traffic on those roads. The only additional traffic will be from this specific proposed development. By contrast, the intersection at NE 80th and 128th Avenue NE will further increase over time, exacerbating the traffic resulting from the currently proposed access road.

I appreciate your time in reviewing my concerns and this project. I am available to discuss this matter with you at your convenience.

Sincerely,

Gordon P. Buck

Janice Coogan

From: Richard Harrison <harrisonrj@hotmail.com>
Sent: Tuesday, August 21, 2012 2:23 PM
To: Janice Coogan
Subject: Radio Tower Property Development ("C&G Property")

Importance: High

Follow Up Flag: Follow up

Flag Status: Flagged

It was good to meet you at the Rose Hill planning meeting the other week but I am sorry that the atmosphere became rather hostile!

I fully understand the need to develop new areas such as this and I appreciate the lengths you are going to to protect our existing homes and environment.

However I do have to raise some serious concerns at the result of the traffic impact study that presented at the meeting. It was clear that there were a number of significant omissions in the study including missing out an entire road right on one of the most effected sections of the new road plan.

This coupled with the extremely understated number of trips a 35 family development is going to generate really concerns me and my neighbors.

I am in complete agreement with the City on your recommendation to instead link the development to NE 80th. This is an existing through road and already has sidewalks, and the necessary traffic measures to handle the traffic.

However I would ask that you reconsider your plan to also link to NE 75th. The lack of sidewalks around this area and the number of adults and children that use this street as a walk through are a bad combination. And this leads me to my first question, "did the "traffic study" look at the people who use this road to walk?" My own children have used this road for years to walk to both Northstar Junior High and LW High School, as do many other children in thie area. The fact that the almost the entire length of this road is rarely used by cars makes it a perfect route to walk, ride, sled (in the snow), and walk dogs. By widening the road and adding access for this development this will be lost for good.

What would you recommend we do to help promote the idea of providing car access only into 80th and have a pedestrian access into 75th to help promote this as a people friendly route to the school and wider area?

Many thanks in advance for any help or advice you can give.

Richard Harrison

From: Gordon Buck [<mailto:gordon.buck@live.com>]
Sent: Tuesday, September 11, 2012 9:25 AM
To: Kari Page
Subject: crosswalk at Rose Hill El.

Hello Kari,

My name is Gordon Buck, I have a house located on 128th Ave and N.E.80th. It is across the street from Rose Hill El. school.

I am extremely concerned about the city of kirkland requiring Cam West the builder of a 35 home development, make 128th Ave a thru street from N.E. 80th to N.E. 75th thru the proposed development when there is a preferred access to the project from N.E. 75th.

This requirement is bad for the school and people who use and live at this intersection which experiences heavy traffic and backups. This is a safety issue!

My neighbors and I have contacted Rob Jammerman, Dave Asher, and several other city of Kirkland officials about our concern with almost no response.

I have also made contact with Rose Hill El. and the co-presidents of the PTA. I would like to know why the city does not include the school is making this decision? The school and crosswalk is directly affected by proposal. Why would they even think of adding more of a burden, when a perfectly acceptable alternative is available!

Please open the attachment I have enclosed to further understand my point of view.

I look forward to your response.

Thank you for your time!

Gordon Buck

From: Gordon Buck [<mailto:gordon.buck@live.com>]
Sent: Wednesday, October 03, 2012 9:38 PM
To: Jeremy McMahan; Eric Shields
Subject: FW: Radio Tower Site Redevelopment

Jeremy,

Thank you for returning my call. Please see the enclosed attachment regarding the intersection of 128th AVE NE and NE 80 ST. The attachment contains my view on the proposed thru streets and how they will affect the community and me personally.

I would like to emphasize my main concerns which all revolve around that fact that adding traffic to an already very busy intersection makes no sense when alternatives exist. These alternatives would make the neighborhood as a whole, less congested and more livable for all, than would the proposed thru street.

* NE 80th is a high use PEDESTRIAN CORRIDOR, with bus stops at the corner of 128th AVE NE and NE 80th ST. No other street, to include NE 85TH and NE 70TH combined, experiences the amount of walkers, bikers and non-vehicle recreation volume as does NE 80TH.

* Rose Hill Elementary is already stressed with congestion, and the city does not need to add to this dynamic. I intend to contact Scott Emery with the Lake Washington School District Pedestrian Safety Division to relay my concerns to him and to determine what, if any, research he has done regarding this proposal and its potential effects on the school.

* As I review the City of Kirkland Comprehensive Plan framework goals, specifically to FG-7, FG-9, FG-10, FG-12, it is apparent that the proposed thru street does not conform to the vision statement in that plan.

* The proposed thru street does not conform with the spirit of the City of Kirkland Transportation Commission's, Transportation Conversations Principles: MOVE PEOPLE, BE SUSTAINABLE, ACTIVE PARTNER, LINK TO LAND USE. Incorporating transit, bicycling and safe walking routes around elementary and middle schools into the standard.

* According to the Transportation Commission's principles, the city's goals include taking action to help meet city goal of fewer pedestrian accidents and increase the number of people walking. Adding congestion to this already busy corridor will certainly be counterproductive to that goal.

Dave Asher presented Proposition 1 at the South Rose Hill Bridle Trails Neighborhood Association meeting. Proposition 1 includes the need to "expand the system of pedestrian and bicycle routes that interconnect commercial areas, schools, transit routes, parks, and other destinations." If there is a poster child for this proposition, this is it!

The neighborhood on NE 75th and south experiences zero congestion, and CAN absorb 32 more homes! The only traffic problem is, there are no sidewalks. Why not have the builder install them instead of pushing 128th thru? This will be the only opportunity to regulate the increasing congestion at 128th and 80th.

Thank you for your time. I hope this will result in a positive decision in favor of our neighborhood. I invite you to come to my house to witness first hand what I experience on a daily basis.

Sincerely,
 Gordon Buck

From: gordon.buck@live.com
 To: rjammerman@kirklandwa.gov; tleavitt@kirklandwa.gov

Janice Coogan**12-12-12**

Planning and Community Development Senior Planner
City of Kirkland Planning Department

Regarding CamWest South Rose Hill “ Radio Tower” Housing Development Proposal, SUB 12-00560:

Each day as we drive east on NE 70th we pass two signs from the city. One is titled Bridle Trails Neighborhood and the other South Rose Hill Neighborhood. I mention this in regard to my remarks concerning the Cam West Planned Unit Development because it clearly indicates that a neighborhood is a large area as defined by the city. Therefore my wife and I are opposed to any approval of a PUD on the Radio Tower Property per the CamWest proposal.

Their proposal lists three items that are in the interest of the neighborhood.

1. Small park in the dead end area of a single entry street.
2. Retaining some of the existing trees along NE 75th St.
3. Sidewalk to NE 80th on the north end of the property.

We submit to you that none of these are of benefit to the greater neighborhood for the following reasons:

1. We have two existing parks within 1000 feet of this development and their proposed park would literally constitute a private park for that street.
2. Blackberries and scrub vegetation are not an enhancement to the greater neighborhood and the couple of larger trees would have to have city approval to be removed so they are doing nothing extraordinary to what would already be required by the city.
3. The sidewalk to NE 80th to provide access to Rose Hill elementary would be required by the Lake Washington School district under the safe walk guidelines of Washington State no matter what kind of development was placed on this property if it had houses.

We believe this site should only be approved under the R-7200 regulations without the road counted as part of the 7200 square feet. The developer must also provide for sidewalk access to NE 80th along with a second entrance and exit road from NE 80th. This property should only be approved for development if the plan is in keeping with the greater neighborhood and 7200 square foot lots are a far cry from the average lot size of 10,000 square feet if you look at lots within a two block radius of this property. Therefore the 7200 square foot requirement is very generous to a developer's needed profit.

We submit that following the R-7200 development requirements would in fact be in the better interest of the “greater neighborhood” because:

1. Provide less traffic.
2. Less congestion.
3. Less traffic noise.
4. Dual entrance would provide for better exit and entrance for emergency vehicles, police, and local people and children walking in the greater neighborhood.
5. More pervious surface area would remain to decrease water run off.
6. Two entrances and exits would provide a more equalized impact to the contiguous homes.

Thank you in advance for your consideration on this PUD application

Linda and James Hoff - 12830 NE 73rd St. Kirkland, WA. 98033
jnlhoff@msn.com / 425-828-6868

Janice Coogan

Planning and Community Development Senior Planner,
City of Kirkland Planning Department

09-07-2012

cc.Rob Jammerman

Development Engineering Manager,
City of Kirkland Planning Department

Regarding the CamWest South Rose Hill “Radio Tower” Housing Development Proposal:

Thank you for the helpful information you provided our South Rose Hill Neighborhood Association at our meeting last month and for your invitation to offer our opinions in writing to you.

Prior to the S.R.H. Association meeting, my wife and I met with several neighbors to talk about CamWest’s housing development proposal, and we came to the following conclusions that we would like to share with you:

CamWest’s proposal allows more homes to be built in the area than we feel there should be. We would like the ratio of homes-to-lot space to be more consistent with other residential areas in the South Rose Hill neighborhood. While we didn’t come up with how many fewer homes we thought there should be, it was our feeling that a more acceptable number of homes would be 30 or less rather than the 35 proposed by the builder.

In addition to providing a housing/property development ratio that is more consistent with the surrounding housing/property ratios in other residential areas in the S. Rose Hill neighborhood, fewer homes would of course result in...

01. Less traffic, traffic congestion and traffic noise.
02. Less air and noise pollution, primarily from vehicles but also from homes, gas powered mowers, etc..
03. Less extreme housing density and less need for a children’s play area –two of which are already in the neighborhood within walking distance.

Another thing we all agreed upon was the need for a North roadway entrance/exit in addition to the South roadway entrance/exit the CamWest developers had proposed and we were pleased to learn at the neighborhood association meeting that you had brought with you and shared with us your own, virtually identical, recommendation for construction of a roadway at the North end of the “Radio Tower” property. This additional roadway, we agree, would result in several benefits including...

01. Less traffic congestion in and around the South end of the housing development.
02. Less vehicle pollution because a two-entrance /exit, North and South-end roadway access option would minimize to-and-from travel distances for many drivers who live in the development-area homes.
03. Less time needed for Fire trucks and Medical Emergency vehicles to travel to and from homes in the development area. A single south-end access road would increase response time for emergency vehicles coming from the north side of the housing development area. (While the time lost might be only a minute or two, emergency responders tell us that lost seconds often mean the difference between saving or losing lives and property).

Thank you for the opportunity to share our thoughts about the S. Rose Hill Home Development project.

Marilyn & Doug Love / 7823 126th Ave. N.E. Kirkland, WA. 98033 / DougInKirkland@aol.com / 425-822-9094

From: [Oren Shmuely](#)
To: [Janice Coogan](#)
Cc: [Oren Shmuely](#)
Subject: Radio tower project – concerns
Date: Wednesday, March 13, 2013 10:16:54 PM
Attachments: [image001.png](#)

Dear Janice,

I am a resident of the South Ross Hill neighborhood and I am contacting you regarding the project in development referred to as the Radio Tower. I would like to express some of my concerns regarding the proposed plan:

- Pedestrian safety - The current plan the project will increase the amount of traffic in the surrounding streets. There is a lot of pedestrian traffic in this area, including many small children who often play outside or walk to school. The combination of higher vehicle traffic, very poor street lights & partial sidewalks coverage is a receipt for a disaster.
- Housing density - many of the proposed lots are below the minimum allowed lot size and 1/4 the size of many of the existing lots in this neighborhood. The builder is currently planning to build 10% more than what usually permitted. This will result with more traffic in the neighborhood.
- The fact the new buildings will all look alike will make the neighborhood feel like a project. Most of the residents see that as a disadvantage and a change to the current vibe and atmosphere.
- Sidewalks are planned only on one side of the project's main road. Not sure what is the reasoning behind this but it is definitely not going to make it safer for our kids to walk to schools.

Regards,

Oren Shmuely

Oren Shmuely | Senior Development Lead | Client Management Team | Microsoft Corporation

☎ Office: +1-425-707-2884 | 📱 Mobile: +1-206-799-0502 | 📠 Fax: +1-425-936-7329 Attn: Oren Shmuely | ✉ e-mail: orensh@microsoft.com



From: [Sandra Storwick](#)
To: [Janice Coogan](#)
Subject: Re: radio field property
Date: Tuesday, May 07, 2013 1:29:10 PM

Thank you ! I am very concerned about the tree issue - as they (along with other reasons for saving them) - offer some protection from the growing amount of Electromagnetic Radiation from cell phones, towers, cordless phones. The range of cordless phones alone is 300 feet in all directions.

Please watch this short video. It is less than 2 minutes long. A researcher at Yale talks about research showing a possible link between radio waves / microwaves and ADD/ ADHD.

<https://www.youtube.com/watch?v=xK4Q12qKohQ>

Please let me know if you would like me to send you more information,.

A local MD has documented the decline in health / and death of some of his patients since the installation of wireless PSE smart meters. I can send you that link if you like,.

Sandra

On Tue, May 7, 2013 at 8:52 AM, Janice Coogan <JCoogan@kirklandwa.gov> wrote:

I'll get the exact number and respond back to you. If you are interested in seeing the tree retention plan you can stop by the planning department but let me know when you are coming in so I'm here.

Janice Coogan

Senior Planner

Planning and Community Development

123 Fifth Avenue

Kirkland WA 98033

[425-587-3257](tel:425-587-3257)

jcoogan@kirklandwa.gov

www.kirklandwa.gov

From: Sandra Storwick [mailto:sandra.clea@gmail.com]

Sent: Monday, May 06, 2013 8:26 PM

To: Janice Coogan
Subject: radio field property

Hi Janice,

I skimmed all three documents that went out - and was wondering how many trees are they planning to cut, and how many of those are the large old cedars?

Thank you !

Sandra

--

"We do not inherit the earth from our ancestors, we borrow it from our children"
--Native American proverb

"It is no measure of health to be well adjusted to a profoundly sick society" -J. Krishnamurti

"You may never know what results come from your action. But if you do nothing, there will be no results." --Gandhi

"Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has."
--Margaret Mead

"In health there is freedom, health is the first of all liberties."-Henry Frederic Amiel

Sent from my Wired Mac Mini



--

"We do not inherit the earth from our ancestors, we borrow it from our children"

--Native American proverb

"It is no measure of health to be well adjusted to a profoundly sick society" -J. Krishnamurti

"You may never know what results come from your action. But if you do nothing, there will be no results." --Gandhi

"Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has."
--Margaret Mead

"In health there is freedom, health is the first of all liberties."-Henry
Frederic Amiel

Sent from my Wired Mac Mini



From: [Melissa and Kyle](#)
To: [Janice Coogan](#)
Subject: Commentary on permit number sub12-00560
Date: Monday, April 01, 2013 5:00:27 PM

Dear Ms. Coogan,

Thank you for taking the time to read our concerns regarding the proposed development at 7708 128th Avenue NE (permit number sub12-00560). We are residents of 127th Place and our back yard currently backs up to 128th Avenue, the dead end road that is included in the development proposal.

We fully recognize that it's in the interest of the city of Kirkland and its residents to bring a large number of high end homes into the South Rose Hill area. And we appreciate that Kirkland has been thoughtful in its approach to encouraging density rather than sprawl. However, we are extremely concerned about the direct effect that development of the radio tower property will have on our experience of our own home and of the neighborhood.

When we purchased this house in 2004 a large part of the appeal was the very quiet street and tremendous privacy the home afforded. Now that we have children it's even more important to us that our home is quiet and safe from traffic. As you can imagine, the idea of 128th becoming an access road to a development is bothersome, however, the proposal that 128th become a through road is far more concerning. You will literally be putting a major street right behind our fence, a move which will change the entire feeling of our home.

Beyond that we are concerned about the tremendous increase in traffic on 80th St, a road that we already struggle to cross safely with our children. During peak hours the flow of traffic is nearly constant and now what is a very busy three-way intersection will become an even busier four-way intersection.

Additionally, we fail to understand why there has been no discussion about pushing NE 75th street through to access 126th Avenue, which would undoubtedly spread some of the traffic flow to 126th, rather than dispersing it all to 80th St and 130th Avenue. While this move would certainly be more expensive, it would also be a way to "spread the pain" so to speak.

Essentially, we recognize that the development is a net positive for the city, but as residents who are directly affected and will see virtually no benefit we ask you to be extremely thoughtful in your decisionmaking so as to minimize as much as possible the impact on us.

We ask that you consider retaining 128th as a pedestrian only road if at all possible. At the very least, we ask that you do everything possible to discourage both through traffic and speeding on 128th by installing traffic calming devices such as speed humps and to minimize the noise and traffic during construction which will undoubtedly be significant.

Further, we ask that you consider whether 75th might be fully developed as an additional through road.

Thank you for your time,

Melissa Bowen and Kyle Peterson
7908 127th PI NE
Kirkland, WA 98033

From: [Dave Berkey](#)
To: jcoogan@kirkland.gov; [Janice Coogan](#)
Cc: davidaberkey@gmail.com
Subject: SUB-00560
Date: Monday, April 01, 2013 3:22:53 PM

Hello Janice. I live at 7518 128th Place NE. Regarding SUB-00560 my comments are as follows, relating only to the issue of ingress and egress to the subject site.

I suppose it is a foregone conclusion that the site will be connected from both 80th and 75th with a north/south "through street" in the middle of the development. Clearly a compromise between competing interests it would seem.

However:

1. I submit that as a built out road and with the current north/south access street to the site, 80th is the most logical ingress and egress route.

Note: per the meeting at the Lake Washington United Methodist Church some time back it was quite clear that the developer did not want an 80th access route purely due to the cost of improving the current street leading to the site. That is not a suitable reason in my opinion. The developer is able to take advantage of the PUD law, which should be enough in my opinion.

2. Notwithstanding connection from 80th, access onto 75th from the east (and then to the site) is by almost any criterion spectacularly poor suited due to the current configuration of the joining streets, no sidewalks, small neighborhoods, and children.

3. IF 75th is going to be used for a "through street", then it is only logical that A CONNECTION BE MADE THROUGH TO 126th Street over the existing street end. 75th IS a street that connects, on paper, to 126th and the immediately adjacent neighbors were on notice when they purchased their properties that 75th could be connected to 126th. In this way, the main axis routes for the development will then be off BOTH of 80th and 126th. Re the latter, accessing 75th from 126th is a much shorter route, saves gas, preserves more of the current neighborhoods immediately to the east of 75th, and is a much better public safety option by not subjecting children in those neighborhoods to what will amount to be a lot more traffic (there is also the matter of City liability on a personal injury claim if a child were to be hit by site traffic). This connection will impact several houses immediately adjacent 75th and 126th, but many fewer houses will be involved in comparison to the circuitous route that would otherwise be involved from the east on 75th. It will also "spread out" the access routes to the site -- from the east and west on 75th and from 80th.

Thank you for your attention to this correspondence.

Sincerely,

David A. Berkey
dberkey@berkeykooistra.com
 425.822.6311

Berkey & Kooistra, Attorneys at Law
 10526 NE 68th Street, #200
 Kirkland, WA 98033

From: [Kurt Osojnak](#)
To: [Janice Coogan](#)
Cc: Kocenasnack@frontier.com
Subject: SUB12-00560 7707 128th Avenue NE - Written Comments
Date: Monday, April 01, 2013 1:42:26 PM

This is a follow up email to the hand written letter I wrote to you. This will be much easier to read. My home computer quit.

To: Janice Coogan - City of Kirkland, Planning and Community Development Department
From: Kurt Osojnak - homeowner 12811 NE 75th Street Kirkland, WA 98033-8203 (OP Box 539 Kirkland, WA 98083-0539)
Re: SUB12-00560 - 7707 128th Avenue NE, South Rose Hill

Issue and questions for subdividing one parcel 6.38 acres #SUB12-00560

- 35 or even 32 homes is far to many homes for this development. All neighboring home-lots are much larger. Redesign for less density.
- Who is paying for the road improvement from the end of the development's land - from 128th Avenue NE to NE 80th?
- When is this road being completed?
- Who is paying for the traffic light at 128th Ave NE and 80th Street? Is one planned? If not, why not? What is required to have one be installed?
- Who is going to add the additional speed barriers for the surrounding roads around the development to keep traffic speeds low in these children prone neighborhoods? Are speed bumps or roundabouts planned? When would they be built and who will pay for them? At what roads will speed barriers be installed?
- Traffic studies: Where and when were these done? Day, length of time, roads etc.?
- When does the construction of utilities begin on this parcel?
- Who will be cleaning the streets all around the development when the construction of the road, houses and up until completion of the project? Who is paying for this service? Frequency of road cleaning and how many years to complete project/road cleaning?
- Who will we contact for noise and cleanliness of roads around said project?
- Who will pay to repave the roads that the dump/construction trucks will be using, so we don't end up with trashed roads when the project is completed?
- When is the date of the next hearing? I would need at least a months notice to be able to attend during the week.
- Are sprinklers required in the houses due to the density of them, to prevent a fire from spreading through the entire neighborhood?
- How many fire hydrants are being added to this parcel with 32 - 35 homes on it?

Kurt Osojnak

From: [Rodney Cornwall](#)
To: jcoogan@kirklandwa.gov
Subject: Permit Number SUB12-00560 (C&G/Radio Tower)
Date: Monday, April 01, 2013 11:03:41 AM

Dear Janice,

1. I see on the newly posted plot map that the proposal has the road running through to N.E. 80th. That continues to be a necessity.
2. Retention of on site trees at the property edge is important...care must be taken to not damage them in the development process and thus justify their removal. Similarly, care must be taken not to damage off site trees that abut the property...mostly on the east side, but some on the west as well. It would all too easy to identify individual trees as weak, poor, etc. to justify their removal to make things easier in the development process.
3. The existing property is fenced with a chain link fence. Will this be removed, kept or will the developer replace it with something else? Fencing between the existing houses and the development will be needed and current homeowners rely on the existing fence to provide a barrier, etc.
4. You have addressed my concern with rat abatement, but I will believe it when I see no rats! I talked to a developer working on a site on 122nd N. E. about rat abatement and he told me that he started when he had title to the property..traps and bait... that were constantly monitored...and would not start digging until things looked ok.
5. I still believe that the zoning that permits this development is flawed in that the contrast between what is planned and what exists is too great. While expensive, the city is going to get tight, urban housing in a suburban neighborhood.

Rodney Cornwall
 7624 128th Place N.E.
 Kirkland, WA 98033

425-827-0747

rpcornwall@frontier.com

From: [Katie Hoyer](#)
To: [Janice Coogan](#)
Cc: [LWSD Scott Emry](#)
Subject: Radio Tower Property
Date: Monday, April 01, 2013 1:52:30 AM

Greetings!

I am writing you to express my concern for the proposal to make 128th Ave Ne a "thru" street between NE 80th and NE 75th in the South Rose Hill neighborhood. As I understand, there is a proposal for a 35 home development at the site of the radio station and the builder is changing the initial proposal of a cul de sac development to extending 128th Ave NE thru from 80th to 75th giving the new residents multiple ways to exit the development. I have a daughter that attends Rose Hill Elementary that shares the intersection at 128th and 80th and she walks home via 80th to my parents house on 126th Ave NE after school and I fear for her safety with this added vehicle traffic. The intersection at 128th is already crowded with school traffic and the flow of traffic coming off of 85th south on 128th. By allowing this "thru" street, I fear that her safety is at risk. With the original proposed cul de sac, the residents of the development can filter out to NE 73rd and access 80th via 126th or 130th allowing the main intersection of the school to maintain a safe amount of vehicle traffic.

Thanks for your consideration.

Concerned parent,

Kathryn Hoyer

From: [Wally Kempe](#)
To: [Janice Coogan](#)
Subject: Permit Number 00560
Date: Monday, April 01, 2013 1:02:14 AM

From: Wally and Tamara Kempe

7844 128th Ave. NE

Kirkland, WA 98033

To: Janice Coogan

City of Kirkland

Planning and Community Development Dept.

123 5th Avenue,

Kirkland, WA 98033

Permit Number 00560

3/31/2013

Dear Planning Department,

As you can see by my address, I live on 128th. I don't mind sharing my appropriate load of the traffic on 128th Ave. NE. but I am concerned that the current plan will create an unsafe environment for children and others on 128 th especially where 128th Ave. NE and NE 80th Street meet.

It appears that the current plan is to push as much traffic from the new subdivision on to 128th Ave. NE and have it exit to NE 80 Street at the intersection where the Rose Hill Elementary School has most of its traffic impact concentrated. Currently during the day NE. 80th St. is completely backed up with traffic. Often times traffic will back up from the grade school pickup drive way on 128th Ave. NE. all the way to 80th St. around the corner going east on 80th St. for several car at the same time the children are trying to cross the road to get to the side walk to walk home from school. Adding another 300 to 500 trips per day at this intersection does not appear to be a good idea safety wise for the grade school children unless it is the intent of the planning commission to greatly improve the intersection. Many times throughout the year the city sees it necessary to have radar speed enforcement on

80th St. NE indicating that the traffic on 80th St. NE is a problem and has been a problem for many years. I can see where putting additional traffic at that particular intersection will require at a minimum of a four way stop or a traffic signal once the full impact is felt which will have its own unique set of problems for the intersection.

The original plan presented to the planning commission having all the development traffic exit onto NE 75th St. would have far fewer safety concerns and spread the traffic out over at least three different exit routes minimizing the impact on the neighborhood involved. Surely the minimum 300 or so trips a day would have minimal impact in this scenario.

NE. 75th St. should be opened up between the intersection of 128th Ave. NE all the way down to 126th Ave. NE. NE. 75th St. from the 128th Ave. NE. intersection to NE 130th Ave. has been widened to the full street width and will handle the additional traffic with very little impact being felt on the neighborhood. Opening up NE. 75th St. from 128th Ave. NE. west requires little work to widening the 300 or so feet of road to 126th Ave. NE. NE 126th Ave. has been improved enough to handle the small increase volume which will come its way.

This will give the residents of the proposed development a less impeded exit to the south, north and west. You will also need to improving the intersection of 130th Avenue Northeast and NE. 73rd St. where you currently have a ridiculously oversized roundabout in a ridiculously small intersection. By making these improvements you will spread out the 300 to 500 trips per day over three different exit points and allow those vehicles better access to NE 70th St which was designed to handle the much heavier traffic volumes with no school zones impacted. In addition once traffic gets to either 126th Ave. NE. or 130th Ave., NE on NE 73rd St. they will still have good access to Northeast 80th and that impact on Northeast 80th will be minimized for the safety of children when the traffic enters NE 80th away from the elementary school. This will have the benefit of allowing any high school traffic to turn west from 126th Ave. NE or the grade school traffic can go east minimizing the traffic at the choke point in front of Rose Hill Elementary School. If the traffic enters NE 80th Street from 130th Ave. and NE they will have easy access to the grade school drop-off cut out on the road.

To sum up, for the safety of the grade school students adding additional traffic at NE. 80th St at 128th Ave. NE does not appear to be a good idea. Allowing the traffic to free flow by multiple ways out of the development on the south side has many safety advantages and will take advantage the streets which are already designed to handle the traffic.

Thank you for considering my concerns and views on this project. I look forward to working with you on a solution to this problem.

Wally and Tamara Kempe

From: [Karen Hoyer](#)
To: [Janice Coogan](#)
Subject: Radio Tower property
Date: Sunday, March 31, 2013 11:08:26 PM

Janice Coogan,

I have lived on Rose Hill since 1954, the year that the new Rose Hill Elementary opened on NE 80th & 128 Ave N.E. I was in the third grade, and lived on north Rose Hill. My children and my grandchildren have also attended Rose Hill Elementary. The youngest is in the 5th grade at RHE. My husband and I have lived in the same house on 126 Ave N.E. for 43 years. We have watched this area change and grow.

I have looked at the new layout of the proposed development of 35 homes on the Radio Tower property, with the new road coming out onto NE 80th right in front of Rose Hill Elementary. I take my granddaughter to school often, and I am disappointed that the city of Kirkland would consider approving such a plan.

From 7:30 to 8:30 every school day there are hundreds of drivers getting to work, or delivering their children to

one of 3 schools in the area, using NE 80th. I would hope that you would consider a smaller development, with

larger lots, more open space and a more neighbor friendly layout, with cars exiting the new development onto

NE 75th and out to 128th or 130th Ave N.E.. This proposed development is not in the same character at the rest

of Rose Hill. Too many small houses crowded into tiny streets with minimal parking and very little open space.

I wish to be notified when this development comes up before the review board or city council. I know there are many of my neighbors interested in this development and its impact on our neighborhood, and the safety of our children and grandchildren.

Thank you,

Karen C. Hoyer
7215 126 Ave N.E.
Kirkland, Wa. 98033

From: [Tom French](#)
To: [Janice Coogan](#)
Cc: [Melody French](#)
Subject: A word in regards to C&G Property Subdivision
Date: Sunday, March 31, 2013 7:52:10 PM

Hello,

This e-mail is in regards to the project in the old antenna fields in Kirkland. Our house is the house on the corner of 75th & 128th that the new road will basically dump into our driveway. While we would love to keep our quiet little street, we understand that building inside of that piece of land is inevitable and have accepted that. We do have our concerns, as pretty much everyone in the area rightfully does, for how it will impact our lives.

Things we have discussed about this that bring us concern:

1. The output of the street in regards to our driveway and how this will effect our getting in and out of our property.
2. Traffic seems to be a hot topic with everyone. We have our worries about it because we have two boys (6 and 10) that ride their bikes, skateboards, and scooter up and down the little hill of 75th.
3. What are the possibilities of including speed bumps in the road (the new road or 75th) to further detour through traffic.
4. Is there a planned stop sign coming out from the new road? Are there other sign options/opportunities to help keep the area traffic safer?
5. We're wondering during construction where they're planning on routing the construction vehicles into the site. That could add a ton of noise and traffic to the area.
6. There has been a pretty big of burglaries in the area over the past year. Our house being one of the houses that was burglarized. Having more outsiders to the neighborhood going in and out behind our house rekindles some of the worries about that happening again.
7. Are they still planning on a private park for the area? Seems strange for the contractors to exclude the neighborhoods that they impact negatively by not extending an olive branch for a new place for the families around here's kids to play.

We understand the contractors desire to create this project is a business decision and money is the key factor that drives businesses. We have no problems with this and can't argue with the need to utilize such a large tract of land. All we ask is to be able to be informed of discussions, changes, and when possible be given the chance to be at any open discussions in regards to the planning so that our voice can be heard in this process.

Thank you for your time,

Tom & Melody French
7335 128th Ave NE
Kirkland, WA 98033

Sent from Windows Mail

From: [Lil Lovelace](#)
To: [Janice Coogan](#)
Subject: 7707 128th Avenue NE
Date: Sunday, March 31, 2013 3:41:57 PM

Dear Ms. Coogan,

Thank you for taking our comments regarding the new development at the aforementioned location.

Our concern lies in the intersection at 128th and NE 80th St. With 35 new homes being built, we estimate there will be at least 70 vehicles added to the area, assuming 2 vehicles per household.

Morning traffic has picked up in the last few years but the evening traffic on NE 80th appears to be getting steadily busier, as too many people use NE 80th as a by-pass for NE 85th. Too many don't respect the speed limits. Too many don't pay attention to pedestrians. It can get dicey trying to cross at the crosswalk. There are flags, you're thinking. Yes, there are. But, if drivers aren't paying attention, they only exist to the individual trying to get across.

Looking at the posted plan on the board located on the SE corner of 128th and 80th, it appears there will be some relief in that NE 75th St may be available for traffic. However, since 80th is the path of least resistance to the freeway, to shopping, to anywhere, we're concerned most of the traffic will be directed to 80th.

We do have some questions:

- Does the city plan for a 4-way stop sign, a stop sign for 128th (south side of 80th) only, or a light at that intersection? If a 4-way stop sign or light is planned, will there be a new crosswalk on the west side of 128th on 80th?
- Are there plans for additional traffic enforcement?
- Does the city have plans to put in sidewalks on the southside of NE 80th, where currently there aren't sidewalks?

Thank you for your time,
Fred and Lil Lovelace
7913 127th Place NE
Kirkland, WA 98033

From: ecgl@frontier.com
To: [Janice Coogan](#)
Subject: Comments for the South Rose Hill Radio Tower sub division
Date: Thursday, March 28, 2013 5:11:31 PM

Hello Janice,

I would like to submit some comments regarding the South Rose Hill Radio Tower subdivision. In general, I am opposed to the 128th Avenue NE access road that is being considered for development as my property backs up to this roadway. If there aren't going to be any changes to this plan, I would like to receive access to my property from 128th. I would like to have driveway access to my yard from 128th. Can you please let me know who I should talk to about this matter? Also, the power lines that run along 128th are a concern. Will the power lines be removed as part of the proposed development of the roadway?

Thank you for your consideration. I look forward to hearing back from you.

Charles Olson
12901 NE 78th Place
Kirkland, WA 98033

From: [Jeff](#)
To: [Janice Coogan](#)
Subject: C and G Subdivision and PUD Cam West-Toll Bros. 35 lot proposal of Radio Tower Property
Date: Tuesday, March 26, 2013 5:44:05 PM
Importance: High

Janice,

Please submit me to the Party of Record regarding the proposed radio tower development project submitted by Cam West-Toll Brothers.

I don't see the point in citing safety concerns and throwing statistics against the wall to see what sticks. My comrades in arms are doing a fine job of that indeed. Mind you, there are an abundance of safety concerns that will surface and resurface should this project be given the green light.

Although I would personally prefer to see a park or something along those lines as a real benefit to the community as opposed to housing starts on 7200 square foot lots. The real issue here is with zoning. This isn't just a problem with land developers, but the average Joe home owner as well, who decides they want to subdivide their lot and get out of dodge with little or no concern for their neighbors.

The changes to the landscape can't be measured in dollars and cents by way of the city's tax base. Yes the city needs money to operate its budget in the here and now as well as the future, but stacking homes side by side is not the way to do it. The impact to the community is irreparable. The neighborhood and its people are the ones who truly lose out as they are impacted by a loss of something that again, can't be measured by revenue or statistics.

Having lived on NE 73rd Street between 132nd and 126th for much of my life, I have been witness to the many changes that have occurred over time in this neighborhood while maintaining the quality of lifestyle that befits this community. Watching children skate up and down the street, parents walking their children, dog owners exercising their companions and neighbors communicating with one another creating friendships are all part of what benefits a community. It's that feeling of "Leave it to Beaver" that sets this Rose Hill community apart.

There is a definitive difference in what benefits the city and what benefits the community. Lifestyle is everything.

Sincerely,

Jeff Fisher
12822 N.E. 73rd Street
Kirkland, WA. 98033
425-822-9024

From: [Steve Benson](#)
To: [Janice Coogan](#)
Subject: C & G Development
Date: Tuesday, March 26, 2013 1:01:33 PM

To whom it may
concern,

I oppose the conglomerate development planned between 80th & 75th.
I remember the days before downtown Kirkland became condo-city, thinking
at least Rose Hill still had the atmosphere of a small town.

Someone should take a drive thru West Seattle Alki neighborhood and see
what a mess it has become. No one should have to look 5 or 6 ways to get
out
of their driveway.

Since there is a school involved, it's just a matter of time before someone
gets hurt in all the traffic chaos.

Sincerely,
Sharene Benson

From: [Steve Benson](#)
To: [Janice Coogan](#)
Subject: C&G Property and subdivision
Date: Tuesday, March 26, 2013 12:18:48 PM

I oppose the extension of 128th ave NE going south of NE 80th thru the C&G development. I,m in favor of the original design pedestrian / bicycle pathway only leading north to NE 80th st. This pathway will "calm-down" the intersection for the safety of the children who walk to Rose Hill Elementary,Rose Hill Jr. and Lake Wa High schools via NE 80th street. As of right now this current intersection is over-taxed during school arrivals and departures and with additional traffic entering NE 80th st. its only going to be worse. What is the city,s answer to this busy intersection ? a 4 way stop lite ? a traffic calming circle ?...I just don,t think lite,d cross-walk lighting will be safe enough. There,s alot of young teenage drivers driving fast, talking on cell phones heading west to school and they tend not to pay much attention to cross walks eventhough the school,s arival and departure times are staggered there still alot of young people driving this street.

I also oppose the density of the development (35 homes) its too many homes, I don,t think the idea of a 2 story home on a 40' wide lot with 5' setbacks is very appealing (yes Janice its been explained that the developement meets the 7,200 sq ft requirement). I would like to see a 17 home , high priced, high value,upscale design type of home. This would be a "street of dreams" development with these 17 homes being the total \$ value of the proposed 35 homes.These 17 homes would be built around the original cul-de-sac design and it would be a "gated" community with ingress and egress for members only via NE 75th street. There would only be 17 owners using this private entrance. If its still not enough roadway then extend NE 75th street to 126th ave NE., this would cut down the eastbound usage on NE 75th.

A "street of dreams" development would give the city the same tax base or maybe more tax base, less infrastructure, an attractive place to live for new "Google" hires coming to the city, no cut-thru streets for neighbors of both sides , and best of all a safe intersection at NE 80th for the children.

Thank you,
Steve Benson

From: [Sheri Oberg](#)
To: [Janice Coogan](#)
Subject: CamWest Development (also known as the Radio Station Field)
Date: Monday, March 25, 2013 5:38:24 PM

Janice,

As a homeowner that abuts the Radio Station Field, I have been involved from the start on this proposed development. I appreciate greatly CamWest's changes to the first proposal and their overall community-centric approach to the project. I especially believe the dual access to the development was an absolutely vital change.

I would like to provide my thoughts/opinions on a couple of items:

First, a huge concern on the project is the increased traffic and safety in the neighborhood. I believe the concerns on the South side of the proposed development are nearly as important as the concerns on the North side. With the meandering nature of the streets in the South, safety in that area needs to be carefully watched by the city. On the North side, especially on 80th street with the 2 schools, it is dire that we consider the safety of the residents along that street as well as the students at Rose Hill Elementary and Lake Washington High School. Even now, that street has the nickname in the community of Interstate 80 due to the speeds seen on the road. 35 is very common and 40 is not as rare as it should be--and this is on a road with a speed limit of either 25 or 20! SOMETHING needs to be done NOW to seriously curtail the traffic that uses it as a bypass of 85th. Lights? Speed bumps? Other traffic calming devices? Something or even more than one thing and it should not wait until we add these additional 35 houses. This is not the only additional housing that is being added in the Rose Hill area, nor is it likely to be the last. 80th either needs to remain a neighborhood street or widened to 4 lanes with stoplights installed. Thank you for your consideration of my strong opinions on this matter.

Secondly, the proposed park in the development....I understand the city's reluctance to "own/maintain" the area, but I do not care for the "private" nature of it. I would like to see a solution on this area that would be more community friendly.

Third, does Cam West have a plan for communicating with those adjacent to the property during the building phase? It would be huge to be kept in the loop on the various things that could affect our quality of life, ability to telecommute, loss of power, etc due to the construction.

Finally, I appreciate the work they are doing on the trees surrounding the property....I trust that if any changes occur to the approved plan in regards to trees, that we would be notified?

Thank you for your work on this project.

Sheri Oberg

7601 128th Place NE

Kirkland WA 98033

Phone: 425-445-2952

From: [Douginkirkland](#)
To: [Janice Coogan](#)
Subject: Regarding the C and G Property Development Proposal
Date: Thursday, March 21, 2013 9:46:21 PM

03-16-2013

Janice Coogan
Planning & Community Development Senior Planner
City of Kirkland Planning Department

Hello Janice,

I live one block west of the area that C and G developers are proposing to build a number of new homes.

I am writing to let you know that I approve of the C and G property development proposal that was presented at the March 12 South Rose Hill / Bridle Trails Neighborhood Association meeting. While I would much prefer that the development include at least 6 fewer homes, as long as it meets city lot-size, traffic and pollution code requirements, I am content with the most recent property proposal.

I will add too that I am very pleased to find the inclusion of a north as well as a south roadway entrance and exit. It makes sense to me because it provides easier vehicle access to and from the development area homes and by doing so, decreases the level of air and noise pollution in the neighborhood. Having a north and south entrance / exit also provides quicker access and egress for emergency responders.

Doug Love
7823 126th Ave. N.E.
Kirkland, WA.
98033

From: [Richard Harrison](#)
To: [Janice Coogan](#)
Subject: RE: Objections to permit SUB12-00560
Date: Thursday, March 21, 2013 1:08:40 PM

Many thanks for the rapid reply, there are three safety issues we raised at the first meeting:

- 1) Speed: We already have a speed issue with people cutting through 75th that we have tried to address ourselves with warning signs when our children are out playing. Unfortunately cars traveling along 75th regularly use the straight road between 130th and 128th Ave NE as a short raceway.
- 2) The 90 degree unmarked bend from 75th to 128th Ave NE: This junction has no sidewalks or markings so as a result we often see cars cutting the corners in both directions this has lead to a number of close calls between cars and/or pedestrians that are walking around that junction.
- 3) The roundabout on the junction of 128th Ave NE and NE 73rd: This roundabout is very tight which means anything larger than a medium sedan will typically cut the wrong side of the roundabout. While this is usually not a problem at the moment as the traffic volumes are so light. With the increased traffic that this new cut though will bring this junction needs to be revised with the addition of sidewalks to help protect pedestrians.

I propose that if this development is going to go ahead the developers are required to provide speed bumps on 75th (similar to those on 130th) to ensure slow traffic. Turn the junction of NE 75th St and 128 Ave NE into a new mini roundabout and revise the existing roundabout on the junction of 128th Ave NE and NE 73rd with better turning radius and sidewalks.

I hope this answers your questions, but if not please feel free to call me on 425-283-9041.

I fully understand your position but I obviously do not wish to see this development move ahead in its current form. There are a lot of children and pets in this neighborhood , I myself have four, however I do feel that if these larger safety issues where fully addressed we could maintain our pedestrian friendly neighborhood and improve the overall safely while at the same time allowing the developer to cram as many houses into their development as you will allow them too.

Richard Harrison

From: JCoogan@kirklandwa.gov

To: harrisonrj@hotmail.com
Subject: RE: Objections to permit SUB12-00560
Date: Thu, 21 Mar 2013 16:03:40 +0000

I've received your email and will forward it to staff in the Public Works Dept, the Hearing Examiner and City Council as part of the record. Could you be more specific about the safety improvements that you feel are missing on the surrounding streets? I was going to call you but you didn't provide your phone number. Feel free to call me if you want.

Janice Coogan
Senior Planner
Planning and Community Development
123 Fifth Avenue
Kirkland WA 98033
425-587-3257
jcoogan@kirklandwa.gov
www.kirklandwa.gov

From: Richard Harrison [mailto:harrisonrj@hotmail.com]
Sent: Wednesday, March 20, 2013 6:30 PM
To: Janice Coogan
Subject: Objections to permit SUB12-00560

Dear Ms. Coogan,

I live on NE 75th Street and will therefore be directly affected by the planned development in permit SUB12-00560. I was able to attend and discuss the developers plans at the original informational meeting and attempted to contact you after that via email. Unfortunately I did not hear back from you, therefore I am trying again as I understand from a recent meeting (that I was unfortunately not able to attend) that the developer still wishes to push ahead with the development of 35 homes. I also understand that the road through this development will not only open onto NE 75th but also now create a through street to NE 80th.

During our original discussion several existing homeowners raised serious concerns about the ability for the junction of NE 75th and 128th Ave NE to safely handle the increased traffic as well as the current (let alone increased pedestrian traffic).

There is currently no sidewalks on 128th Ave and the close proximity of the junctions makes for a very dangerous traffic situation at this intersection. I was hoping the revised design would help address these issues but as far as I can make out (and I hope I am wrong here) they have only made matters worse! There appears to be no safety improvements in the surrounding streets at all. Please could you advise me on how best to ensure these issues are addressed BEFORE this unpopular and dangerous development is approved?

Your Sincerely

Mr. Richard Harrison
12902 NE 75th Street
Kirkland
WA 98033

From: joanmsmith@netzero.net
To: [Janice Coogan](#)
Subject: S.R.H. Neighborhood C & G Property P.U.D. Development Proposal
Date: Thursday, March 21, 2013 12:58:34 PM

03/21/2013

@

Janice Coogan, Senior Planner
Kirkland Planning Department
123 Fifth Avenue
Kirkland, Washington 98033

Dear Ms. Coogan,

Regarding the S.R.H. Neighborhood C & G Property P.U.D. Development Proposal

I am basically in favor of the latest proposal for the housing development near my home. Though I think 35 homes in the area is way too many, I think that the proposal in other ways seems ok and is acceptable to me.

I am very happy to see that it shows a north and south roadway leading into and out of the area. A single entrance/exit at the south end of the development roadway would mean that all the traffic would have to funnel through the neighborhood to the south end of the site. Adding a north-end entrance/exit makes for a more equitable sharing of the traffic volumes going into and out of the housing area and it also makes it much easier for emergency vehicles to quickly get to, and travel back from a destination within the complex - to save the lives and/or property in response to 911 calls.

Thank you,
Joan Smith
7829 126th Ave. N.E.
Kirkland, Washington 98033

From: [Richard Harrison](#)
To: [Janice Coogan](#)
Subject: Objections to permit SUB12-00560
Date: Wednesday, March 20, 2013 6:30:01 PM

Dear Ms. Coogan,

I live on NE 75th Street and will therefore be directly affected by the planned development in permit SUB12-00560. I was able to attend and discuss the developers plans at the original informational meeting and attempted to contact you after that via email. Unfortunately I did not hear back from you, therefore I am trying again as I understand from a recent meeting (that I was unfortunately not able to attend) that the developer still wishes to push ahead with the development of 35 homes. I also understand that the road through this development will not only open onto NE 75th but also now create a through street to NE 80th.

During our original discussion several existing homeowners raised serious concerns about the ability for the junction of NE 75th and 128th Ave NE to safely handle the increased traffic as well as the current (let alone increased pedestrian traffic).

There is currently no sidewalks on 128th Ave and the close proximity of the junctions makes for a very dangerous traffic situation at this intersection. I was hoping the revised design would help address these issues but as far as I can make out (and I hope I am wrong here) they have only made matters worse! There appears to be no safety improvements in the surrounding streets at all. Please could you advise me on how best to ensure these issues are addressed BEFORE this unpopular and dangerous development is approved?

Your Sincerely

Mr. Richard Harrison
12902 NE 75th Street
Kirkland
WA 98033

From: [Dave and Mary Rumpf](#)
To: [Janice Coogan](#)
Subject: Public comment on C&G Subdiv&PUD
Date: Sunday, March 17, 2013 9:15:30 PM

I would like to comment on the proposed subdivision and PUD in South Rose Hill at 7707 128Av NE (the radio tower property):

It is ESSENTIAL that the proposed north-south street extend all the way from NE 75th St to NE 80th St in order to spread out the traffic flow to and from the new homes, as well as to provide adequate emergency access.

Thank you.

Mary Rumpf
12720 NE 72nd St
Kirkland WA 98033
425/828-9747

From: jabob5@comcast.net
To: [Janice Coogan](#)
Subject: Comments pertaining to C & G Proposed Subdivision, Case No. SUB12-00560
Date: Sunday, March 17, 2013 9:02:53 PM

Dear Janice,

My name is Bob Carlson, and I live at 12902 NE 78th Place, close by to the proposed C & G subdivision. I attended the S Rose Hill Neighborhood meeting on March 12th.

I have one comment for the record. My house is on parcel # 6600300040. 128th Ave NE runs adjacent to the back of my property. I would like to ensure that my neighbors and I will have access to use the proposed sport court and play area being planned for the north end of the C & G property. Considering that there will be definite impacts to me, both during construction (construction traffic, noise, dust, etc) and after (traffic entering / exiting the new subdivision via 128th Ave NE, currently dead ended at the property fence line), I feel this is a fair request. Please submit this comment.

Sincerely,

Bob Carlson

jabob5@comcast.net

From: [Caron LeMay](#)
To: [Janice Coogan](#)
Subject: I have objections to the approval of the C and G subdivision unless certain requirements are met.
Date: Friday, March 15, 2013 2:20:40 PM

To Janice Coogan:

I live on 83rd St, near 128th Ave in Rose Hill. I heard you speak at the neighborhood meeting last night (March 12th) and I have some concerns about the proposed development plan. Specifically, I am most concerned with increased traffic that will further intensify existing problems with safe routes to school, both at the pedestrian crossings and the on-street bicycle lanes on 80th.

Increased traffic on 80th St. will make this neighborhood street more unsafe for people on foot or on bicycle.

1. Pedestrian crossings need improvement now in order to deal with anticipated increased traffic on 80th St due to the new development.
2. Bicycle safety along 80th St. must be improved before the development can go forward. Separated bike lanes, chicanes, other traffic-slowing engineering changes should be made, including pedestrian-activated crossing signals for people wishing to cross 80th St.

Note that there were two collisions recently on 80th St. in which a person walking was struck by a car. NE 80th St is already too fast and dangerous, and 128th Ave has seen more traffic since the traffic light was installed at 128th Ave. and 85th St. I believe that added traffic volume from a dense development such as the one proposed will make the safety situation much worse if walking and bicycling aren't made top priorities in this development.

Also please note that I have lived in this neighborhood for ten years, and it is my experience that driver speeds are increasing and aggressive driving on 80th St. has been on the rise.

- a. Drivers speed up between speed humps, only braking just before the hump, or sometimes driving into the opposing lane to use the emergency vehicle pass-through.
- b. Drivers often follow much too closely when a car is moving at the posted 25mph (or 20mph during school zone times).
- c. Some drivers flash their high beams, and some honk if you are driving at the posted speed limit.

I believe that some of the impact from building 35 new homes could be mitigated in the following ways:

- traffic coming from 85th St. that is using 80th as a shortcut must be deterred.
- preventing automobile traffic from traveling all the way through 80th from 116th to 132nd. (make it so 80th is no longer a through street between these roads)
- engineering 80th St to feel like a slower road. Right now, it is too straight and much too wide for a 25 mph/20mph school zone, neighborhood street

- chicanes and/or pinch points would introduce curves to slow drivers down between 116th and 132nd.
- the crossing at the curving corner of 116th Ave and 80th St needs to be addressed with at least two pedestrian activated signal-crossings.

If the city, working with the developer, cannot work to improve 80th street by re-engineering it to be a physically slower street, then the walkability, comfort, and safety of this walkable, bike-able neighborhood is going to be compromised.

Thanks for your attention,

Caron LeMay

c: 425-891-7227

From: [james hoff](#)
To: [Janice Coogan](#)
Subject: FW: Permit Number SUB12-00560
Date: Thursday, March 14, 2013 10:28:54 PM

From: jnlhoff@msn.com
To: jcoogna@kirklandwa.gov
Subject: Permit Number SUB12-00560
Date: Thu, 14 Mar 2013 22:27:06 -0700

This message is from: James Hoff
12830 NE73rd St. Kirkland
Jnlhoff@msn.com

My comments regarding this PUD are as follows:

1. Having two entrances and exits is an absolute must and a real plus of this proposal. I say that because a single entrance/exit on to NE 75th would be very difficult and hazardous during any of our major snowfall events because of the immediate upslope when exiting the development. The flashing crosswalk signal is also very important.
2. There is retention of some trees in the plan that probably is not realistic. i.e. cottonwood, red alders and some western red cedar which can be a clear maintenance problem in a development in which the houses have such close proximity to each other.
3. I understand the economic need to make as much profit as possible for the investment, but having lots of 4200 square feet to fulfill this need as a trade off for costs simply defies what I consider to be common sense in comparison to the surrounding developments. Maybe some changes in the plot design could provide for a better distribution of the available space.
4. The planting areas along NE 75th street must be a part of the CCR's and the Home Owners Association held financially responsible for the maintenance etc. of such or else it will be an ugly mess in three years if left to the contiguous two or three home sites. My proof is the water garden installation on NE 73rd between 130th Ave and 132nd Ave. It already had to be redone by the city because those homeowners never touched it, and it

became a mess in one year.

From: [Sandra Clea](#)
To: [Janice Coogan](#)
Subject: Regarding the Cam West Propsal
Date: Thursday, March 14, 2013 3:48:08 PM

Hi Janice,

Thank you for sending out the revised plan of the Cam West development of the Radio tower property.

I think that the three access roads is a more reasonable proposal.

However, I am very concerned about the number of trees that Cam west is planning to take down. The trees are really what make this neighborhood special. There are many neighborhoods currently with out trees - perhaps if Cam West would like to have a development with out many trees, they would be happier with a different piece of land.

Could you please ask them for a count of exactly how many conifers and how many deciduous they are planning to take down in the current plan.

Thank you!

Sandfra Storwick

From: goelzers@comcast.net
To: [Janice Coogan](#)
Subject: C&G Property Subdivision PUD File No SUB12-00560
Date: Tuesday, March 12, 2013 10:47:48 PM

In reference to the proposed variances requested in the PUD application for 7707 128th Ave. NE, we ask that the planning commission consider the following:

There is no hardship demonstrated regarding lot size that justifies the variance from the 7200 minimum lot size or that should allow for the addition of 3 lots above those allowed by the current parcel size. 32 new homes should be adequate to the developer as the result of this subdivision.

The increase in the FAR is only required because of the request to vary from the minimum lot size. There is no hardship here that should justify a variance from the FAR requirement in the zoning code.

The connection of the street from 80th to 75th is not a benefit to the city but rather a benefit to the developer. The full cost of the improvement should be carried by the developer. The character of the streets in this part of town are quiet residential streets not requiring sidewalks. There are already ample street trees in this neighborhood. The issue here becomes the increase in traffic that will impact people living along 128th Ave NE.

Also to be considered during environmental review is the increased traffic on 75th and 80th. These streets and the arterials that they connect to are already congested. The intersections at 70th and 122nd and 75th and 124th are already dangerous. Morning and afternoon traffic generated by the High School and Elementary School make this area challenging at best. The addition of 32-35 new homes will compound this existing traffic problem. Additional stop signs and potentially traffic signals should be considered at some of these intersections as a result of this development. Cost of those improvements should be covered by the developer.

LWSD schools in this neighborhood are already under sized for the increasing school populations. Portables are planned at all school. As the City continues to allow subdivision of larger parcels, this problem is compounded. The City should consider how this issue at the schools is to be resolved prior to allowing any additional subdivision, particularly at this scale.

Thank you for your consideration,

Matthew and Paula Goelzer
12247 NE 64th St
Kirkland 98033

From: [Rick & Roxanne Anglin](#)
To: [Janice Coogan](#)
Cc: gordon.buck@live.com
Subject: Rose Hill Neighborhood - new home development concerns
Date: Tuesday, December 04, 2012 10:06:46 PM

We are a neighbor to the new development being planned off of 128th Ave NE just south of 80th street. We have lived here for 20 years, and we have had kids attend Rose Hill Elementary for a period of about 18 years. We also see many high school and middle school kids walking by this intersection during school days. We are just a half a block from the 128th Ave NE and 80th Street intersection, and adding more traffic to that intersection, especially during school sessions, will add to the congestion that is already there, causing delays, and disrupting traffic patterns with the school.

We support a need for emergency pass through to the new development, but not for a primary traffic flow out of the new 35 home development. 80th Street is a major arterial, so it will no doubt be used by a majority of the people in the new development.

Please take this into consideration when making final decisions regarding the traffic flow for this new development.

Rick & Roxanne Anglin
7934 127th PL NE
Kirkland, WA 98033

From: macnpeg@comcast.net
To: [Janice Coogan](#)
Subject: CamWest South Rose Hill "Radio Tower" Housing Development Proposal
Date: Saturday, October 27, 2012 3:09:46 PM

Ms. Coogan,

We are e-mailing to support the City's recommendation that the above referenced development should have an access at both the north end and south end. With only 1 access, emergency vehicles would have a more difficult time responding to calls for emergencies for those 35 houses. Access at both ends of the property would eliminate the playground but there are playgrounds within walking distance in this area. An additional playground is unnecessary.

We also believe 35 houses are too many given the size of the property. This is not an area where we have high density housing. We would like to see houses built on lots which are similar in size to existing lots in SRH, thereby reducing the total number of houses built.

Thank you for considering our points on this development.

Bob & Peggy McElrea
7560 126th Ave. NE
Kirkland, WA 98033

From: [Pete Hayes](#)
To: [Janice Coogan](#)
Subject: Party of Record
Date: Tuesday, October 02, 2012 4:24:49 PM

Please add me to your party of record list on **C and G Subdivison and PUD.**

*Peter C Hayes
Coldwell Banker Bain
150 Bellevue Way SE
Bellevue, Wa. 98004*

*206-790-5263
Sent from my iPhone
<http://petehayes.m.cbbain.com/>*

From: [Don Samdahl](#)
To: [Janice Coogan](#)
Cc: don@filmjabber.com
Subject: C & G Property Development and PUD
Date: Saturday, September 29, 2012 4:39:13 PM

Dear Janice,

I would like to offer the following comments and recommendations related to this development. These comments represent a combination of my personal understanding of the neighborhood from being a resident during the past 25 years, along with my professional perspectives as a transportation engineer with over 30 years of experience.

PUD Designation

I haven't seen much benefit to the community to justify the PUD designation. While the PUD allows development flexibility, it also allows some deviations from current zoning requirements. If approved, a PUD should represent a win-win for the developer, the city, and the neighborhood. I don't see those benefits for the city or the neighborhood.

Assuming that the plat street is connected through to 128th (see below), there will be few opportunities for a park. Also, the private park doesn't seem to benefit the rest of the neighborhood. My understanding is that the PUD also allows smaller lot sizes, especially along the north section, which is adjacent to existing neighbors. Finally, I don't favor further increasing the coverage ratio to create less green space.

I would like the city planning department to articulate why the PUD designation will be desirable in this situation.

Development Access

I feel strongly that the development street should connect through from NE 75th to NE 80th for the following reasons:

- Professional transportation engineering practice strongly supports street connectivity. Providing a single access point to a development of this size is inconsistent with professional practice and established City of Kirkland policies.
- A through street will provide maximum accessibility and disperse the traffic flows. It also provides much better emergency vehicle access.
- A single access point on NE 75th Street would feed around 45+ vehicles into a single cul-de-sac (including the existing houses that have access on the NE 75th dead end. This is a considerable amount of traffic to have only one access road.
- NE 80th Street is a collector street, whose purpose is to 'collect' traffic from local streets and feed it to the arterials. NE 80th Street should be the primary access point to this development, rather than NE 75th Street, which is a dead-end local street.

th

- A single access point on NE 75th street would cause the new traffic to weave through the neighborhood streets to get onto NE 70th and 80th streets. There is nothing to do about the traffic that wants to access 70th, but having a direct access onto 80th at 128th Avenue makes the most sense.
- On a related note, NE 75th St should NOT be connected to 126th Avenue. This is a very nice nonmotorized connection and should be retained as such.

Traffic

I scanned through the traffic study. It is very standard with no great surprises. The traffic will not generate a concurrency problem or create traffic congestion from a strict level of service perspective. However, the traffic study should address neighborhood traffic circulation and safety. I recommend that the traffic study be revised to address the following concerns.

- Traffic circulation is an important consideration from a safety and volume perspective. Without the development access to NE 80th Street, more 'around the block' traffic will occur with unnecessary impacts to NE 75th between 128th and 130th, and along 130th Ave north to 80th. These are major walk routes for students to the elementary and Junior high schools.
- The trip distribution for the site (Figures 5 and 7) does not match actual travel patterns based on my experience, as follows:
 - Figure 5- most people heading east on NE 70th Street will exit the site on 75th, go east to 130th Ave NE, then turn south on 130th Avenue to NE 70th Street. I also question the 30% distribution to 128th Avenue to the north. If these trips are heading to westbound NE 85th Street, virtually none will take that route (school route, speed humps, very long traffic signal), but travel west on NE 80th Street. This will increase the PM traffic volumes on NE 80th Street, which are large enough to create delays for cross street traffic to turn onto NE 80th Street.
 - Figure 7- If the site is connected to NE 80th Street, shift most of the traffic from NB 128th Street to WB NE 80th Street (see comment above).
- AM Conditions- I can provide insights into AM traffic movements when this analysis commences. Other intersections to examine in the AM peak hour include those along 130th Avenue and at key traffic access points to NE 70th St.
- The intersection of 128th/80th street can likely operate satisfactorily without a traffic signal if the development street is connected. However, the traffic study should be required to analyze AM peak conditions when school is in session. The city and neighborhood would need to be satisfied that the intersection would operate

satisfactorily during school hours with the crossing guards in place. There may be some other mitigations required to ensure safe pedestrian accessibility at this location.

Summary

In my profession, I just completed a professional guidebook for the Institute of Transportation Engineers entitled "Planning Urban Roadway Systems". One of the major recommendations is to maximize street connectivity to provide choices for neighborhood travelers and to reduce the traffic impacts on any one set of roads. This is a pretty classic case of the need to provide full connectivity for pedestrians, bikes, autos, and emergency vehicles.

Sincerely,

Donald Samdahl
7714 131st Avenue NE
Kirkland, WA 98033
425-827-5372

From: [karin.ferguson](#)
To: [Janice Coogan](#)
Cc: [sandra.clea@gmail.com](#); [orenshmuely@yahoo.com](#)
Subject: The C&G Property Development Proposal for South Rosehill in Kirkland
Date: Saturday, September 22, 2012 3:48:54 PM

To Janice Coogan:

I have lived here in South Rosehill since 1967.....I remember walking along a pathway on the east side of the proposed development with my children.....

I live at 13009 N.E. 74th St.

When I look at the idea of a road coming from the proposed development onto N.E 75th St., it does not make sense to me, to have vehicles entering such a small residential street and then go where, to 128th, and then? or to 130th and go north over speed bump to N.E. 80th, or south to N.E. 70th via a round-a-bout..... But of course, those streets would be enlarged to accomodate the traffic, and therefore the neighborhood feel in this neighborhood would be lost.

Most importantly: Why not have ALL vehicular traffic from this development go north onto N.E. 80th which is already a big street..

35 homes would probably have 2 cars per home: 70 cars in and out twice a day, perhaps on weekends, more.

I do support reducing urban sprawl which is becoming more and more prevalent along the I-90 corridor into the mlountains, but, how about having less of an impact on this South Rosehill neighborhood, and have the traffic from this development go north to N.E. 80th St..
This makes sense.

Thank you,
Karin Ferguson

From: [Christy Kucinski](#)
To: [Janice Coogan](#)
Subject: Radio Tower Development
Date: Sunday, September 16, 2012 11:36:02 AM

Hi Janice,

I am a Kirkland resident most of my life. For the past 18 years I have lived at 7316 128th Ave NE, Kirkland Wa 98033. I love Kirkland and am concerned for the Radio Tower Development plan near my home. I am not against development especially in areas which have been zoned for certain projects for several years however I am very much for smart development. Some of my neighbors have put together a plan suggesting the new development main access be at 80th street. I don't see why it would be done any other way. To open up another access along 75th would create a much larger traffic problem. My street is busy enough... our traffic circles just are not effective in slowing people down and I worry for the kids on bikes. The kids manage the neighborhood streets pretty well and avoid 80th as we consider it a busier road... 80th can handle more traffic and the kids stay away from 80th anyway... making my street 128th busier than it already is by opening a main access nearby will affect the kids and the neighborhood in a very negative way in my opinion. I sincerely hope the city will do the right thing and make the main access at 80th. In addition the larger number of homes and smaller lots is a problem. I understand the developer need to maximize investment especially in a tough economy however any fewer number of homes is a benefit to current residents and just a bit larger lots will command a higher pricetage and selling point for the builder so hopefully a compromise can be made in this area as well. You can reach me at 206-999-6268 if you would like... mostly just wanting to make sure my opinion counts. I pay a lot of taxes to the city of Kirkland you know and want Kirkland to continue to be my town for a long time to come.

Sincerely,

John Murphy and Christy Kucinski

From: joanmsmith@netzero.net
To: [Janice Coogan](#)
Subject: South Rose Hill Neighborhood C & G Property PUD
Date: Thursday, September 13, 2012 10:52:23 AM

09-13-2012

Janice Coogan
Planning & Community Development Senior Planner
City of Kirkland Planning Department

Regarding the South Rose Hill Neighborhood C & G Property PUD Proposal:

I don't think the CamWest builders should be allowed to build 35 houses on the Radio Tower property. I think the CamWest company should be required to build houses on lots that are similar in size to the average size housing lot in the surrounding SRH Neighborhood. Too many houses, means too many cars and more air pollution and traffic congestion and noise.

I also don't approve of having a park/play area within the housing development. Including a park or play area takes up space that would better be used to help increase the average lot sizes.

I do like the city planners proposal to have a road going into and out of the development area at the north end and at the south end of the housing development. One road at one end only would mean 100% of the cars in the housing area would have to drive away from and back to their homes on one road and through one neighborhood. A road on the north and the south end of the property would mean that no more than about 50% of the cars in the area would use one or the other of two roads when they go into and out of their housing area.

Also, medical and fire vehicles would often be able to get into and out of the housing area much faster if they don't always have to drive into and out of just one end of it. Emergency responders will be able to choose the shortest route into and out of the area.

Please let me know if you received this email.

Thank you,

Joan Smith
7829 126th Ave. N.E.
Kirkland, WA.
98033

From: [Ernest Anderson](#)
To: [Janice Coogan](#)
Subject: C and G Property PUD
Date: Wednesday, September 12, 2012 10:29:27 PM

To: Janice Coogan

Re: C and G Property PUD, 7707 128th Ave NE

Thanks to you and Jeremy McMahan for attending the regular meeting of the South Rose Hill / Bridle Trails Neighborhood Association meeting last night, 12 Sep 2012.

Since 1982 I have lived on the property on the west end of the north side of the proposed development site. I have owned it for nearly all of that period.

Jeremy McMahan's "Subdivisions and Planned Unit Developments" handout at the meeting included the statement, "PUD's allow for innovative projects that don't fully comply with Code but result in a project that is more beneficial to the City."

One of the features of the proposed development is a park area in its northeast corner. At an earlier public meeting, a representative from the developer stated that this was to be a "private park." I do not see how a park that cannot be visited by residents from the surrounding neighborhood (much less from other parts of Kirkland) can be considered as "beneficial to the City." The developers certainly can build a private park for the inhabitants of their development, but it should **not** be counted as an offset for not fully complying with the Code.

The inclusion of the "private park" area seems to be essential to the developer's request for meeting the lot coverage requirement based on an average over the total development rather than for each of the lots individually. The issue could be resolved by allowing the public into that park.

By the way, who would be responsible for maintaining that park area?

Ernest Anderson

7903 127th Place NE

Kirkland, WA 98033-8237

From: [D Brady](#)
To: [Janice Coogan](#)
Subject: Access to "Radio Tower" property, permit SEP12-00567
Date: Wednesday, September 05, 2012 7:38:39 PM

Hello Ms. Coogan,
We live in the South Rose Hill neighborhood, on 76th Street, near the 'Radio Tower' property.

We're pleased that a quality developer is interested in that property, and welcome additional neighbors.

We're also concerned that only one vehicle entrance is being proposed for the property. Given the proximity of the property to two major arterials (70th and 85th), we feel it's unfortunate that the developer is unwilling to provide easy access to both arterials. It doesn't make much sense for the people who will be living there.

In addition, we have a small child and walk all over the neighborhood daily. Any increase in traffic is a concern with children, but funneling it all on one side puts too much pressure on streets without sidewalks. Balancing the traffic on both sides of the property would hopefully make this more manageable.

This is a great neighborhood, with easy walking access to open spaces and shopping. We'd like to encourage the city Planning Department to enforce the policies restricting cul-de-sacs, improving traffic flow and livability for existing and future neighbors.

Thanks,
Debbie Brady & Jeff Nelson
12919 NE 96th St, Kirkland

From: [Gene Lawson](#)
To: [Janice Coogan](#)
Subject: C & G sub-division and PUD project: comments
Date: Monday, August 27, 2012 2:04:12 PM

Greetings:

1) hopefully the City will require the developers to install a traffic light at the intersection of NE 80th St/128th ave NE---not just a flasher but a full service traffic control device. It will be needed to ensure the safety of the kids going to/from Rose Hill Elementary School.

2) I stumbled upon this notice of development while on a walk thru the neighborhood. as you know, it is posted on NE 75th Street which is buried deep in the neighborhood and only those who live in that immediate area are aware of the signage. Suggest another notice be posted on NE 80th Street so that more people will be made aware of the proposed project. This project will increase traffic on NE 80 St which will have impact on the safety of the kids---not just kids who live in the area of the current project sign, but kids from surrounding areas also. Their parents should have the opportunity to comment on the project. Also, the people who live on NE 80 St should be in the loop.

Thanks for your attention.

Gene Lawson
7902--133rd Avenue N.E.
Redmond, WA 98052
genelawson566@msn.com

From: [Sandra Storwick](#)
To: [Janice Coogan](#)
Subject: The radio tower property development proposal
Date: Saturday, August 25, 2012 10:31:50 PM

Hi Janice,
I wanted to share this with you. It is a presentation put together by a group of South Rose Hill neighbors who came together and shared ideas and concerns about the recent Cam West development proposal.

You may have already received it, but I wanted to make sure that you had it in hand before too much more time passes..

<https://docs.google.com/presentation/d/1cKzmmSKOIWndZ409cAEP22R4akcsHggXe-J7K8thrvo/edit#slide=id.p>

Sincerely
Sandra Storwick
South Rose Hill

From: [Adam Wanichek](#)
To: [Janice Coogan](#)
Subject: Tower project
Date: Tuesday, August 21, 2012 4:20:48 PM

Janice, I would like to record a response to the proposed subdivision plan by Camwest in south rose Hill.

Like many of my neighbors I feel there are much better routes to the property and access off 75th is ridiculous. Please record me as AGAINST 75th as the plat access point. Access should be from NE 80th.

Schools- rose hill elementary and lake wash high are accessed off 80th street. The majority of families purchasing home will be driving to one of these schools twice a day.

Downtown Kirkland- 80th and 124th are to the north. Traffic to downtown businesses, Costco, and the freeway would all funnel directly to these streets anyway. So why take the round-a-bout way with speed bumps and no side walks to get there.

I live in the 129th cul-de-sac off 75th.

Adam Wanichek | Construction Manager
 Contractor's License #: bdrcocl891cc
 BDR Construction LLC
 800 Bellevue Way, Suite 400, Bellevue, WA 98004
 Office: 425-889-5400
 Cell: 425-208-1702 Fax:425-576-1463
 Email: adam@bdrconstructionllc.com
 Website: www.bdrconstructionllc.com

NOTICE: This email is intended solely for the person or entity to which it is addressed and may contain confidential or proprietary information. If you are not the named recipient, or you received this email in error, you are not authorized to copy, print, share, save, or rely upon this email; instead, please contact the sender immediately and delete this email and any attachments. Additionally, in accordance with applicable professional rules and regulations, please understand that any written advice contained in, forwarded with, or attached to this e-mail is not intended or written by the sender of this email to constitute, and must not be used as a substitute for, the advice of licensed engineers, lawyers and accountants.

From: [Tom Allan](#)
To: [Janice Coogan](#)
Subject: Cam-West "tower" project
Date: Tuesday, August 21, 2012 11:56:24 AM

Hi Janice-

Thanks so much for putting up the website describing the proposed development project on 128th street. The plans have been very helpful.

I live on 126th with three kids who walk to Rose Hill Elementary, Rose Hill Middle School, and Lake Washington High School. I have been concerned about traffic on 126th Street for years and have been very disappointed in the city's lack of recognition of the safety issues that have emerged. When we moved here in 1995 this street was lined with older ramblers and there were very few children walking the street. 126th has changed dramatically since then and we now have significant pedestrian traffic, kids playing in the neighborhood, and kids walking to school. It is not uncommon to see cars racing down 126th at 40mph ignorant of kids on bikes and people walking dogs. Efforts in the past to add digital speed signs and speed bumps have gone nowhere.

This new development looks very nice and should be a good addition to the neighborhood. My concern is impact on 126th Ave NE traffic. It looks like you have already made the decision to go with dual access from 75th and 80th which I think is great. I just want to make sure we can retain the pedestrian path on 75th and not open that up to vehicle traffic. NE 80th is well built for heavier traffic, with bike lanes, sidewalks, radar signs and frequent police patrolling. 126th & NE75th are a hodge-podge of occasional sidewalks and no bike or pedestrian paths. Traffic impact should be focused away from 126th for the safety of our kids.

Thanks again for providing so much good information to the residents of Rose Hill. You can reach me at 425-999-5208.

Best regards,
Tom Allan
7016 126th Ave NE
Kirkland

From: [Carmen](#)
To: [Janice Coogan](#)
Subject: Camwest Redevelopment Permit #SEP12-00567
Date: Sunday, August 19, 2012 5:51:32 PM

To Janice Coogan, Senior Planner, Planning and Community Development:

I am sending my input and concerns to reiterate what my neighbor, Gregg Eilers, wrote to you. Please do not allow the access to the above mentioned Development to be from the south off of NE 75th. The entrance should be to the north off of NE 80th where there is currently access.

Please refer to his letters dated August 7, 2012 and August 18th for details as it makes sense to me especially the letter dated, August 18th regarding the school routes.

Please add my note of concern on record.

Thank you,

Carmen Nefzger
7320 129th Ave NE
Kirkland, Wa. 98033

From: [Sylvia Bernauer](#)
To: [Janice Coogan](#); deidrejohnson@hotmail.com; bknowlton@camwest.com
Subject: Radio Tower parcel on Rose Hill
Date: Sunday, August 19, 2012 7:27:23 AM

I live on the cul de sac street of 129th Ave NE with access from NE 75th street, a neighborhood street.

A notice was placed on our mailbox post about the South Rose Hill Neighborhood association meeting to discuss what would be happening on the land where the radio towers are located. I know that little street in front of the parcel because I used to take my young son sledding there when there was snow, it was a perfect and safe little hill for a young child with almost no traffic.

I listened at the meeting and took some notes, and became more and more concerned about the impact of this large group of 35 homes as the meeting went on! NE 75th is really a dead end street that does not continue either east or west in front of my cul de sac street. It makes no sense to me that the only access to the parcel would be from the south with traffic having to go a circuitous route from NE 70th to 72nd Ave NE with a round about to 128 Ave NE, a narrow neighborhood street with cars parked on the side and a basketball hoop where children must play in the street as they can do safely at this time - and then turn down the hill on NE 75th to the entrance. It makes tons of sense to me that access to the parcel be from the arterial street of NE 80th to the property. This would also be the way to the elementary school or to a Metro Bus. 130th Ave NE has traffic calming humps to NE 75th street. This would be way too much traffic of cars and trucks, etc. on NE 75th street. Also, there is no sidewalk on the south side of the street for safe walking.

Also, traveling west on NE 75th, is a blind corner to 128th Ave NE. With infrequent traffic, we can get through it safely, but with tons of traffic, there are bound to be many accidents there.

I know that development of open land happens over time, but I feel it is the responsibility of the Kirkland Planning Dept. to preserve the quality and essence of a neighborhood. This is way too big of a project with a dead end access only from the south. It is just a very wrong plan. If it is not your responsibility to safeguard our quiet neighborhood -- it sure should be!

I also heard that a traffic camera was placed in the area "part of one day." It happened that I was home that day and never left to go on errands or commitments on my calendar which I could have done at least a couple of times, so I was never counted as using our neighborhood streets. I never knew about the camera until the meeting. So the traffic

counts were way lower than reality.

Please put me down on the record as opposing the current plan.

Sylvia Bernauer, an active retired lady
425-822-4605

From: [Gregg Eilers](#)
To: [Janice Coogan](#); deirdrejohnson@hotmail.com; bknowlton@camwest.com
Subject: Tower Development -Rose Hill
Date: Saturday, August 18, 2012 6:45:52 PM

Janice:

Here are a couple more concerns to enter into the record:

1)130th Avenue NE via NE 75th which would be a point of entry/exit to the development has speed bumps to the north put there to reduce traffic. This street is not designed for more traffic. 128th Avenue NE has a round-a-bout at NE 73rd again to discourage traffic.

2)Camwest markets to young families and as such the majority of the buyers in the tower development will have children. These children will attend Rose Hill Elementary and Lake Washington HS. Access should be to the north onto NE 80th which allows quick and easy access to the schools. Under the current plan with only an exit on 75th, would require all the children, their parents and cars to walk/drive much further to the schools twice a day and more for events and travel on **unimproved** neighborhood streets.

3)With a north entry on 80th the access to the tower development is much easier off of NE 85th and 124th Avenue NE. Residents get home quicker in the project and are not required to drive SLOWLY through non arterial streets. As you know 124th and 80th are arterials designed for higher traffic counts.

Please enter my concerns in the record. Thank you.

Gregg H. Eilers
Eilers Residential Appraisal
425-941-9722

From: [orange.orange](#)
To: [Thang Nguyen](#)
Cc: [Janice Coogan](#); [Rob Jammerman](#); [orange](#)
Subject: Re: The Cam West proposal for the Radio Tower property in Kirkland
Date: Wednesday, August 15, 2012 1:30:14 PM

Ms Coogan,

I read the neighbors' concerns in the attached presentation regarding the Radio Tower development plans. I share those concerns and am truly disturb with the potential outcome of this project. While developing the neighborhood is just goodness, it needs to take under consideration the wellbeing and quality of life of current residents. I trust that you will use your best judgment when reviewing the plan. I would like to ask you, as the city planner the following:

1. Is the file available online for review?
2. Is the requested zoning similar to the zoning in the other parts neighborhood? One of the concerns was that to maximize the return to the developer there were too many units being proposed on a much smaller than average lots. Is that something that is open for discussion/interpretation?
3. When is the SEPA hearing taking place and what are the options the neighbors have to express their opinion and influence the decision?
4. Will getting all the objections in writing from multiple neighbors going to make a difference? I can drive this and get many of the landowners add their names but would like to know if you see that as something that will be influential in your decision making when reviewing the development plan.

Sincerely yours,

Addi

South Ross Hill - Kirkland

From: Thang Nguyen <TNguyen@kirklandwa.gov>
To: "orange_26@yahoo.com" <orange_26@yahoo.com>
Cc: Janice Coogan <JCoogan@kirklandwa.gov>; Rob Jammerman <RJammerman@kirklandwa.gov>
Sent: Tuesday, August 14, 2012 11:53 AM
Subject: FW: The Cam West proposal for the Radio Tower property in Kirkland

Mr. Addi,

Attached is the neighborhood's concerns about the proposed development. You may express your concerns and get more information on the project by contacting the City planner, Janice Coogan (I'm cc her on this email). Janice is the SEPA official on this project.

Thang T. Nguyen
Transportation Engineer
City of Kirkland
Public Works Department
123 Fifth Avenue
Kirkland WA 98033-6189
Phone: (425) 587-3869 

Fax: (425) 587-3807 
 tnguyen@kirklandwa.gov

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Please consider the environment before printing out this email. I prefer all submittals in electronic form when possible.


If you are not the intended recipient, please be advised that any distribution, dissemination and/or copying of this communication may be prohibited by law. If you receive this electronic mail in error, please immediately return it to the original sending electronic mail address.


From: Tony Leavitt
Sent: Monday, August 13, 2012 11:30 AM
To: Thang Nguyen; Rob Jammerman
Cc: Janice Coogan
Subject: RE: The Cam West proposal for the Radio Tower property in Kirkland

Janice is the planner on this one now.

Tony Leavitt, Associate Planner

City of Kirkland Planning and Community Development
 123 5th Avenue; Kirkland, WA 98033

Phone: 425.587.3253 

Fax: 425.587.3232 

tlevitt@kirklandwa.gov

Work Hours:

Monday thru Thursday, 6:30am to 5pm; Off on Fridays

From: Thang Nguyen
Sent: Monday, August 13, 2012 11:26 AM
To: Rob Jammerman; Tony Leavitt
Subject: FW: The Cam West proposal for the Radio Tower property in Kirkland

FYI,
 Attached is the neighborhood comments and concerns.

*Thang T. Nguyen
 Transportation Engineer
 City of Kirkland
 Public Works Department
 123 Fifth Avenue
 Kirkland WA 98033-6189
 Phone: (425) 587-3869 
 Fax: (425) 587-3807 
tnguyen@kirklandwa.gov*

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Please consider the environment before printing out this email. I prefer all

submittals in electronic form when possible.

If you are not the intended recipient, please be advised that any distribution, dissemination and/or copying of this communication may be prohibited by law. If you receive this electronic mail in error, please immediately return it to the original sending electronic mail address.

From: Sandra Storwick [<mailto:sandra.clea@gmail.com>]

Sent: Monday, August 13, 2012 12:32 AM

To: Thang Nguyen

Subject: The Cam West proposal for the Radio Tower property in Kirkland

Dear Mr Nguyen.

Below is a presentation that the South Rose Hill neighborhood community has compiled in response to the proposed Cam West development. We feel that Cam West's current development plans will negatively affect traffic flow, quality of life, child safety, housing prices, storm sewers etc.

We strongly feel that 80th should be used as the main access to the development. The reasons are carefully explained in the presentation.

We would greatly appreciate you taking the time to study this carefully compiled presentation.

<https://docs.google.com/presentation/d/1cKzmmSKOIWndZ409cAEP22R4akcsHgqXe-J7K8thrvo/edit#slide=id.p>

Thank you
Sandra Storwick
South Rose Hill
425 803 5085

From: [Maurine Bryan](#)
To: [Janice Coogan](#)
Subject: Planned Traffic Flow for 35 Lot C&G Property PUD/Subdivision
Date: Monday, August 13, 2012 10:10:16 AM

Hello Ms. Coogan,

I live a couple of blocks away from the proposed property development in this South Rose Hill neighborhood and was not able to attend the 7/24 meeting at the United Methodist Church. But my good neighbor Rodney a couple of doors down from me filled me in on the plans thus far.

I would like to add my voice to the chorus of neighbors who strongly encourage you to make more than one traffic entry/exit point for the proposed housing project (Permit #: SEP12-00567; Site PIN: 0925059010, Permit Type: SEPA). 75th is a very nice road right now, but it will become a choke point for all of us already in residence, in addition to the newcomers, if it is the only way to travel for the occupants of 35 new homes--especially if they are typical 2-adult, 2-car owning households.

Please make 80th another entry and exit route for this new housing development. It makes sense to have an option for people to empty onto a major thoroughfare (80th), and be closer to 85th to get to work in Redmond or places farther out via I-405. It may require a new traffic light but that would only increase the safety of that location for the students and parents that walk to both Rose Hill Elementary and Lake Washington High School.

It makes sense to invest in the right solution now. Thanks for your consideration on this issue. If you can suggest where else I need to make my request, please let me know.

Sincerely,

Maurine Bryan
7614 128TH PL NE
Kirkland 98033
425-827-8671

From: [Gregg Eilers](#)
To: [Janice Coogan](#)
Subject: RE: Camwest Redevelopment Permit #SEP12-00567
Date: Tuesday, August 07, 2012 9:14:51 AM

Janice:

I am writing to let you know my feelings on this development. We live at 7329 129th Avenue NE right up the street from the proposed entrance to this development. For years I've know that eventually the space would be developed. My neighbor attended the community meeting and filled me in. I am most concerned with the planned entry off of NE 75th. As the only entrance to the project this make no sense to me when there is access to NE 80th, an arterial. The project as planned feeds a bunch of cars into an area that has been a typical residential street/area. Putting a bunch more cars on 75th **especially if you don't open it up to the west** is unfare to those of us who live directly to the east. My lot is on 129th a culdesac, so the effect on my site is somewhat limited to more noise, but those on 75th and 128th will be greatly impacted as all the traffic has to flow on those streets. If that is the only feasible entrance, then the number of units allowed on the site should be greatly reduced. It's clear the developer is trying to maximize their profit by laying the plat out the way it's been proposed. I understand development as I am a residential appraiser, however this plan is not a good one for the immediate neighborhood. Does anyone really know how many cars will travel on NE 75th and 128th to access and exit the project on a daily basis? I know it's more than what the developer is telling you.

Telling the residents we're going to have a "rain garden" to use as a park is pure boloney when this area is basically a catch basin. Access to this area would be from NE 75th and require a walk through the development to nearly NE 80th at the north/west end of the project. Residents who live along NE 75th and 128th have easier and quicker access to the Rose Hill park along NE 70th from the north border, so the only people using that "park" would be the new residents. That public relations deal doesn't fly.

Please don't allow the access to be from the south off of NE 75th. The entrance should be to the north off of NE 80th where there is currently access. I'm sure Camwest doesn't like the north entry as potential buyers have to drive by less desirable properties to enter the proposed development and they get less buildable sites. Only from a marketing standpoint does the south entrance make sense. For those of us who have lived in the neighborhood (I've been here since 1989) this proposal greatly effects our sites with much more traffic, noise and all that goes along with it. Please consider my input. I am not against growth, but this plan makes no sense for the neighborhood as it is presently laid out. My neighbor told me the city was more in favor of a north entry. If this is true please "stick to your guns" with the developer and route the traffic to the north. If there has to be a south entry then there should be a north one as well to limit the impact of traffic on NE 75th and 128th and the other feeder streets. Further the total number of units proposed should be scrutinized much further as to it's impact on the environment and services.

Thank you for listening. I am happy to talk about this further with anybody in the planning department at any time. I work at home and am in the neighborhood all day, every day. Please shoot me an email to acknowledge my concerns.

Gregg H. Eilers Eilers (greggegg@msn.com)
 Residential Appraisal 425-941-9722
 7329 129th Avenue NE
 Kirkland, WA 98033

Gregg H. Eilers Eilers Residential Appraisal 425-941-9722

From: JCoogan@kirklandwa.gov
To: greggegg@msn.com
Subject: Janice Coogan Email
Date: Tue, 7 Aug 2012 16:12:40 +0000

Here you go.

Janice Coogan
Senior Planner
Planning and Community Development
123 Fifth Avenue
Kirkland WA 98033
425-587-3257
jcoogan@kirklandwa.gov
www.kirklandwa.gov

From: [Josh Lysen](#)
To: [Janice Coogan](#)
Subject: Permit #: SEP12-00567 - Neighbor comment
Date: Friday, August 03, 2012 9:04:50 AM

Janice,

My name is Josh Lysen and I live at 7545 126th Ave NE, Kirkland, WA 98033. My wife Anne and I have enjoyed living on South Rose since 1999 and we have two seven year old children. We have serious concerns about the increasing traffic levels along 126th Ave NE and I'm writing to express my strong opposition to allowing vehicular access at NE 75th Street between 127th Ave NE and 126th Ave NE, which is currently pedestrian access only. I understand improvement of this Pedestrian path for vehicles is currently not being proposed by either the City or Toll Brothers / CamWest. However, I want to express my opposition to this should the idea come up in the future.

I understand CamWest would prefer a cul-de-sac to a connecting thru-road as that would make for a safer and less busy street in their new development of 35 homes. Those of us that are already living in the neighborhood chose to live here for that very same reasons - to raise our families in a safe community free of busy and speeding vehicular traffic. Allowing CamWest to put their 35 new homes on a cul-de-sac will result in higher traffic volumes on specific existing streets then there would otherwise be with a new connecting thru-road with access on both the north side at NE 80th and the south side at NE 75th. I understand the cul-de-sac design is not consistent with the City's connectivity preference where feasible on development projects, nor is it fair to the families that live on the feeder roads to the NE 75th Street access to have them alone bear the additional traffic volumes that these 35 new homes will bring. Opening up the pedestrian path from 127th Ave NE to 126th Ave NE to alleviate the higher burden of traffic caused by one south access point is also not the right compromise as 126th Ave NE already has heavy traffic and speeding issues.

Heavy and speeding traffic on 126th Ave NE has been a problem for many years. We live daily with the fact that vehicles are using 126th Ave NE as a thoroughfare between NE 70th and NE 80th. We also have the Mormon Church that brings in elevated traffic counts on the weekends, early morning and in the evenings during the week. 126th Ave now has over 15 families with small children between NE 70th and NE 80th and combined with our other neighbors we're very concerned about traffic issues on our street. Just last month a dog was severely struck by a speeding vehicle on 126th Ave NE near 73rd Street. It was reported that initially the dog didn't look like it would survive as it laid motionless for several minutes afterward. However, in the end it did survive, thankfully, but suffered internal bleeding and the family and neighboring children that witnessed the incident got quite a scare. The vehicle didn't even stop. In addition, five years ago my neighbor directly to the south of me on 126th Ave NE had his pick-up truck totaled by a speeding car. His car was parked legally on the side of the

road. He's a contractor and his pick-up truck is how he makes a living, thus this incident resulted in a hit to his income as well. These examples and many other incidents of speeding and increases in traffic on our street caused a group to form our own Neighborhood Traffic Control Program (NTCP) that started several years ago. They've performed the Phase 1 steps, including the Citizen Speed Watch to clock vehicle speeds, we've asked (and received) more speed limit signs, and now there is an active group that wishes to pursue the next step, Phase 2 of the NTCP to pursue speed bumps on 126th Ave NE.

In summary, adding 35 new homes to our neighborhood is a substantial number of new homes and this shall undeniable result in a significant increase in traffic to our neighboring streets. In the interest of 1) traffic safety, 2) fairly distributing the traffic volume that this 35 home development will bring, 3) allowing for the best emergency vehicle access, 4) and consistently applying the City's development standard of requiring connectivity where feasible – I ask that the city require of this development project the only traffic plan that makes sense, which is a connecting thru-road design w/ two access points, one on the north off of NE 80th and the other on south off of NE 75th, and keep the pedestrian access from 127th to 126th as-is since the neighbors on 126th are already struggling with speeding and heavy traffic volumes.

Josh Lysen
7545 126th Ave NE
Kirkland, WA 98033

From: [Loring Wells](#)
To: [Janice Coogan](#)
Subject: RE: C&G Property Subdivision
Date: Wednesday, July 25, 2012 5:53:57 PM

Janice. I am a tax payer. I pay your salary, the Councils salary.

I am interested to know

A. Why no one there even knew what a Raptor was.

B. There is an Eagle, a Raptor that does live in this area. And EAGLES have a huge radius in their living space. I would imagine The Sierra Club and other wildlife organizations will be very interested in that. Why wasn't anyone interested in addressing this?

The City of Kirkland does not give a rip what their "bosses", that would be us tax payers, think.

Please forward this email as well. I would like them to think about an answer for this additional question:

Why is it Camwest able to land not one, The Houghton project, but this new construction project as well?

Thanks,

Loring Wells

Sent from my Windows Phone

From: Janice Coogan
Sent: 7/25/2012 10:14 AM
To: 'chancethearm@hotmail.com'
Subject: C&G Property Subdivision

Hello,

I am the project planner assigned to review the proposed subdivision at the radio tower property. I was forwarded your email sent to the City Council. I will pass your email on to the Hearing Examiner and as part of the record for the project it will be sent on to City Council later on in the process. Because City Council will make a final decision on the Hearing Examiner's recommendation on this project they are not allowed to communicate on this matter at this time. If you have questions about this project feel free to give me a call.

Janice Coogan
 Senior Planner
 Planning and Community Development
 123 Fifth Avenue
 Kirkland WA 98033
 425-587-3257
jcoogan@kirklandwa.gov
www.kirklandwa.gov

August 3, 2012

Mr. Rob Jammerman

City of Kirkland Department of Public Works

Development and Environmental Services Engineering Manager

RE: Radio Tower site development, South Rose Hill

Dear Mr. Jammerman,

While attending the Neighborhood Meeting on July 24th regarding the future development of the radio station property, we learned that the City of Kirkland wants to include a full access from 128th Street to 80th Street. This concerns us greatly, we have lived on the southeast corner of NE 80th and 128th Avenue NE for 48 years and the traffic on 80th is so very heavy now that we have trouble getting out of our driveway and across the street to the mail box.

I don't think you realize how much traffic is generated by Lake Washington High School, Rose Hill Elementary and the drivers coming off of 405 at 70th to bypass 85th Street. There are many times when we have to turn around on our lawn in order to scoot out of the drive way, or stand in the street to stop people so we can get out. Now, with the construction on 85th, we are very frustrated and angered by the whole idea.

We cannot handle any more traffic generated by the new development planned behind us.

We ask that you please do further research on this project and the extreme hardship it will cause those of us living on NE 80th Street.

Thank you for your consideration in this matter. We are available if you have any questions.

Sincerely,

Fredrick M and Frances K Stray

Cc: Janice Coogan, AICP, Senior Planner

Submitted by Sandra Storwick 8-25-2012

The Radio Tower Field

What do we want? Community Responses to the Cam West Proposal

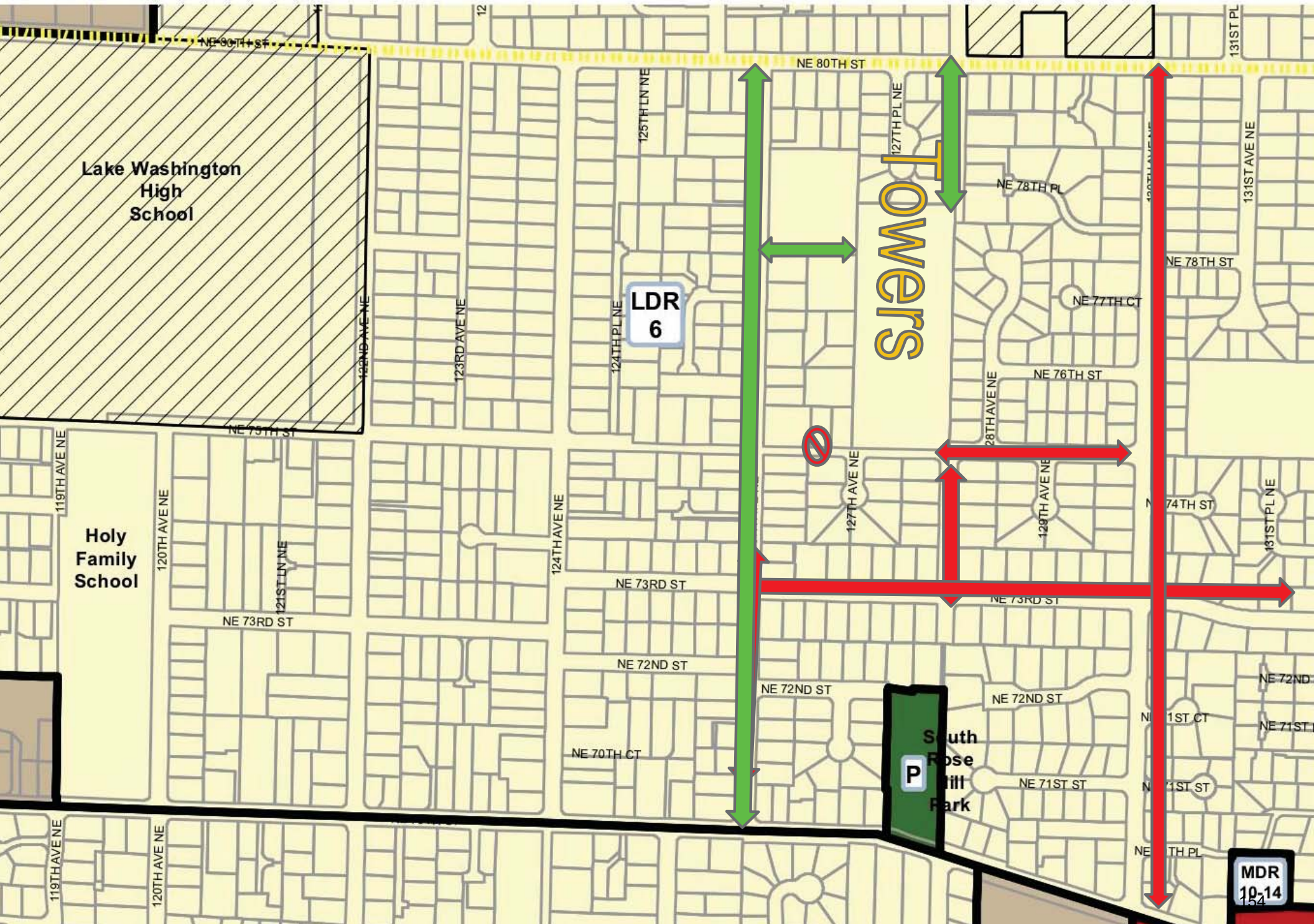
- Vehicular traffic to be routed to 80th.
- Fewer houses in the radio tower property than the number currently proposed by Cam West.
- Pedestrian access to 75th

Our Neighborhood is:

- VERY Quiet
- Often, many hours will pass without the sound of a car going by.
- Friendly
- Many young children and pets playing on sidewalks or... in the streets.
- Many adults out walking for fresh air, or walking their pets -any time of day (from early morning till late at night)
- Large lots
- Labyrinthine streets

Our Traffic concerns regarding the Cam West Development Proposal

- The main access is currently planned to empty into a quiet labyrinthine residential neighborhood .
- As it is, with the only access placed on 75th Street, 350 cars (10 trips per household times 35 households) will be divided between 75th (going east, winding through a neighborhood) and 128th ave (going S, winding through a neighborhood) per day. As it is now, both of these streets are very quiet residential streets. There may be 15 or 20 cars per day driving through these streets, at the most.
- 75th is not an arterial. It is a quiet neighborhood street. It does not directly intersect with 132 Ave NE (the nearest major arterial) and it does not have any western access.
- 128th Avenue is not an arterial. It does not intersect with the closest main arterial (70th) and has no northern access. Increased flow of traffic to the area would also affect traffic on 73rd, 130th and 126th.
- There is a lot of pedestrian traffic in this area, and many small children who often play in the streets or on the sidewalks.
- This amount of traffic will decrease property values of the houses along 75th and 128th and the various feeder streets and will decrease quality of life.

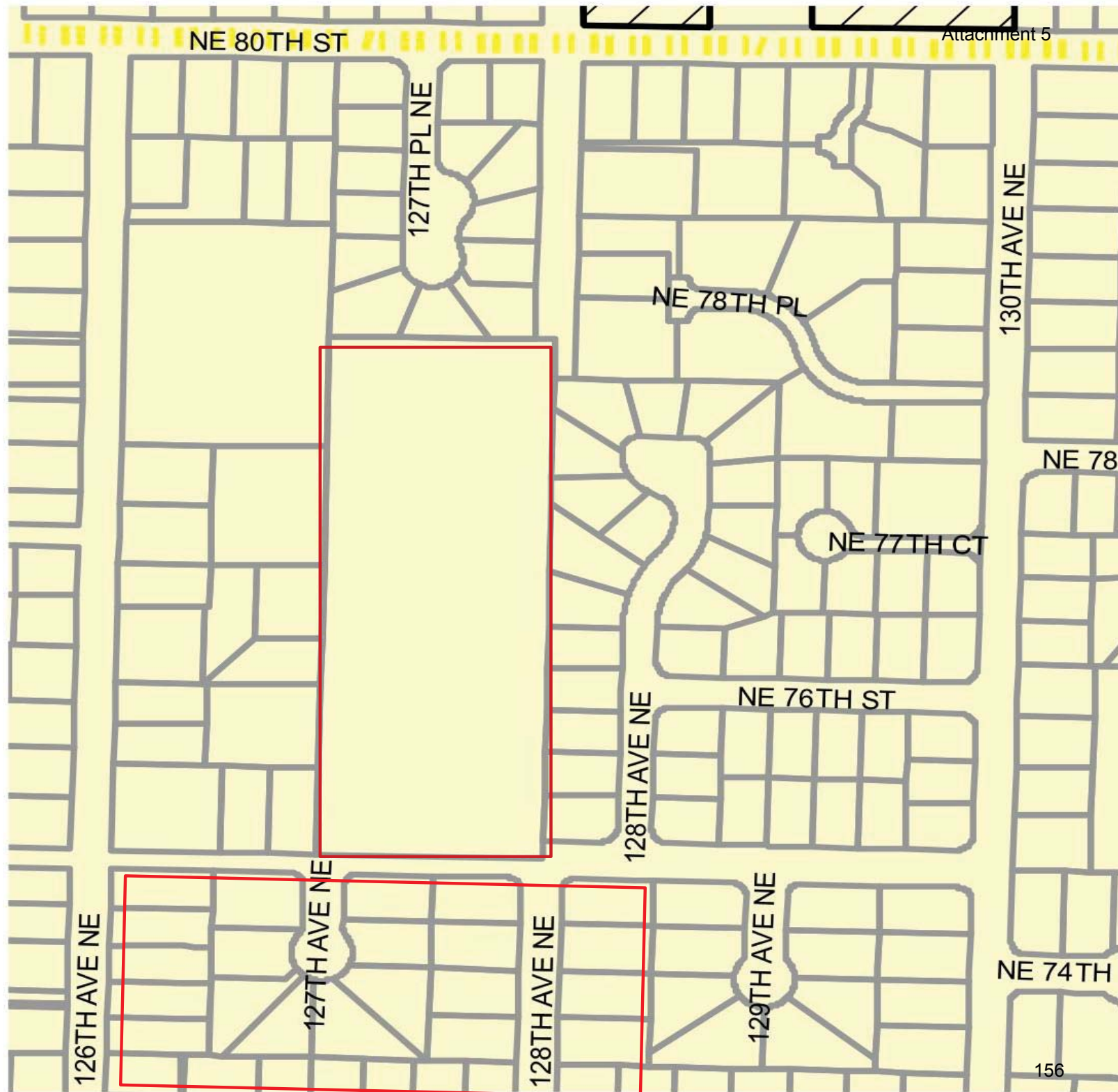


Our concerns regarding quality of life, and the character, look and feel of the neighborhood.

- Housing density - many of the proposed lots are 1/4 the size of many of the existing lots in this neighborhood. Many of those who commented see this as a disadvantage. (see comments). If vehicular traffic can be routed through 80th, the some of negative impact can be diminished.
- People were highly concerned that they would be giving up their quiet streets and peaceful evening walks with each other or their dogs
- And giving up some degree of safety for their young children who are used to playing on or near the streets.
- However, there is a very real concern with increased storm water management (long range) with the increased population density in the area.
- The proposed private park would increase the value of the development, but felt exclusive in a neighborhood that has an "inclusive" feel to it. And, as it does not directly benefit the community it should not be used as a selling point.
- There are some large beautiful trees on the radio tower property that we would like to see protected.

plot density

Cam West has proposed to build 35 houses on a section that holds 26 - 28 in this area.



This map shows the NE 66th St area in Portland, Oregon. Key features include:

- Landmarks:** Lake Washington High School (top left), Holy Family School (middle left), South Rose Hill Park (center), and Benjamin Franklin High School (bottom center).
- Streets:** NE 66th St, NE 67th St, NE 68th St, NE 69th St, NE 70th St, NE 71st St, NE 72nd St, NE 73rd St, NE 74th St, NE 75th St, NE 76th St, NE 77th St, NE 78th St, NE 79th St, NE 80th St, NE 81st St, NE 82nd St, NE 83rd St, NE 84th St, NE 85th St, NE 86th St, NE 87th St, NE 88th St, NE 89th St, NE 90th St, NE 91st St, NE 92nd St, NE 93rd St, NE 94th St, NE 95th St, NE 96th St, NE 97th St, NE 98th St, NE 99th St, NE 100th St, NE 101st St, NE 102nd St, NE 103rd St, NE 104th St, NE 105th St, NE 106th St, NE 107th St, NE 108th St, NE 109th St, NE 110th St, NE 111th St, NE 112th St, NE 113th St, NE 114th St, NE 115th St, NE 116th St, NE 117th St, NE 118th St, NE 119th St, NE 120th St, NE 121st St, NE 122nd St, NE 123rd St, NE 124th St, NE 125th St, NE 126th St, NE 127th St, NE 128th St, NE 129th St, NE 130th St, NE 131st St, NE 132nd St, NE 133rd St, NE 134th St, NE 135th St, NE 136th St, NE 137th St, NE 138th St, NE 139th St, NE 140th St, NE 141st St, NE 142nd St, NE 143rd St, NE 144th St, NE 145th St, NE 146th St, NE 147th St, NE 148th St, NE 149th St, NE 150th St, NE 151st St, NE 152nd St, NE 153rd St, NE 154th St, NE 155th St, NE 156th St, NE 157th St, NE 158th St, NE 159th St, NE 160th St, NE 161st St, NE 162nd St, NE 163rd St, NE 164th St, NE 165th St, NE 166th St, NE 167th St, NE 168th St, NE 169th St, NE 170th St, NE 171st St, NE 172nd St, NE 173rd St, NE 174th St, NE 175th St, NE 176th St, NE 177th St, NE 178th St, NE 179th St, NE 180th St, NE 181st St, NE 182nd St, NE 183rd St, NE 184th St, NE 185th St, NE 186th St, NE 187th St, NE 188th St, NE 189th St, NE 190th St, NE 191st St, NE 192nd St, NE 193rd St, NE 194th St, NE 195th St, NE 196th St, NE 197th St, NE 198th St, NE 199th St, NE 200th St, NE 201st St, NE 202nd St, NE 203rd St, NE 204th St, NE 205th St, NE 206th St, NE 207th St, NE 208th St, NE 209th St, NE 210th St, NE 211th St, NE 212nd St, NE 213rd St, NE 214th St, NE 215th St, NE 216th St, NE 217th St, NE 218th St, NE 219th St, NE 220th St, NE 221st St, NE 222nd St, NE 223rd St, NE 224th St, NE 225th St, NE 226th St, NE 227th St, NE 228th St, NE 229th St, NE 230th St, NE 231st St, NE 232nd St, NE 233rd St, NE 234th St, NE 235th St, NE 236th St, NE 237th St, NE 238th St, NE 239th St, NE 240th St, NE 241st St, NE 242nd St, NE 243rd St, NE 244th St, NE 245th St, NE 246th St, NE 247th St, NE 248th St, NE 249th St, NE 250th St, NE 251st St, NE 252nd St, NE 253rd St, NE 254th St, NE 255th St, NE 256th St, NE 257th St, NE 258th St, NE 259th St, NE 260th St, NE 261st St, NE 262nd St, NE 263rd St, NE 264th St, NE 265th St, NE 266th St, NE 267th St, NE 268th St, NE 269th St, NE 270th St, NE 271st St, NE 272nd St, NE 273rd St, NE 274th St, NE 275th St, NE 276th St, NE 277th St, NE 278th St, NE 279th St, NE 280th St, NE 281st St, NE 282nd St, NE 283rd St, NE 284th St, NE 285th St, NE 286th St, NE 287th St, NE 288th St, NE 289th St, NE 290th St, NE 291st St, NE 292nd St, NE 293rd St, NE 294th St, NE 295th St, NE 296th St, NE 297th St, NE 298th St, NE 299th St, NE 300th St, NE 301st St, NE 302nd St, NE 303rd St, NE 304th St, NE 305th St, NE 306th St, NE 307th St, NE 308th St, NE 309th St, NE 310th St, NE 311th St, NE 312nd St, NE 313rd St, NE 314th St, NE 315th St, NE 316th St, NE 317th St, NE 318th St, NE 319th St, NE 320th St, NE 321st St, NE 322nd St, NE 323rd St, NE 324th St, NE 325th St, NE 326th St, NE 327th St, NE 328th St, NE 329th St, NE 330th St, NE 331st St, NE 332nd St, NE 333rd St, NE 334th St, NE 335th St, NE 336th St, NE 337th St, NE 338th St, NE 339th St, NE 340th St, NE 341st St, NE 342nd St, NE 343rd St, NE 344th St, NE 345th St, NE 346th St, NE 347th St, NE 348th St, NE 349th St, NE 350th St, NE 351st St, NE 352nd St, NE 353rd St, NE 354th St, NE 355th St, NE 356th St, NE 357th St, NE 358th St, NE 359th St, NE 360th St, NE 361st St, NE 362nd St, NE 363rd St, NE 364th St, NE 365th St, NE 366th St, NE 367th St, NE 368th St, NE 369th St, NE 370th St, NE 371st St, NE 372nd St, NE 373rd St, NE 374th St, NE 375th St, NE 376th St, NE 377th St, NE 378th St, NE 379th St, NE 380th St, NE 381st St, NE 382nd St, NE 383rd St, NE 384th St, NE 385th St, NE 386th St, NE 387th St, NE 388th St, NE 389th St, NE 390th St, NE 391st St, NE 392nd St, NE 393rd St, NE 394th St, NE 395th St, NE 396th St, NE 397th St, NE 398th St, NE 399th St, NE 400th St, NE 401st St, NE 402nd St, NE 403rd St, NE 404th St, NE 405th St, NE 406th St, NE 407th St, NE 408th St, NE 409th St, NE 410th St, NE 411th St, NE 412nd St, NE 413rd St, NE 414th St, NE 415th St, NE 416th St, NE 417th St, NE 418th St, NE 419th St, NE 420th St, NE 421st St, NE 422nd St, NE 423rd St, NE 424th St, NE 425th St, NE 426th St, NE 427th St, NE 428th St, NE 429th St, NE 430th St, NE 431st St, NE 432nd St, NE 433rd St, NE 434th St, NE 435th St, NE 436th St, NE 437th St, NE 438th St, NE 439th St, NE 440th St, NE 441st St, NE 442nd St, NE 443rd St, NE 444th St, NE 445th St, NE 446th St, NE 447th St, NE 448th St, NE 449th St, NE 450th St, NE 451st St, NE 452nd St, NE 453rd St, NE 454th St, NE 455th St, NE 456th St, NE 457th St, NE 458th St, NE 459th St, NE 460th St, NE 461st St, NE 462nd St, NE 463rd St, NE 464th St, NE 465th St, NE 466th St, NE 467th St, NE 468th St, NE 469th St, NE 470th St, NE 471st St, NE 472nd St, NE 473rd St, NE 474th St, NE 475th St, NE 476th St, NE 477th St, NE 478th St, NE 479th St, NE 480th St, NE 481st St, NE 482nd St, NE 483rd St, NE 484th St, NE 485th St, NE 486th St, NE 487th St, NE 488th St, NE 489th St, NE 490th St, NE 491st St, NE 492nd St, NE 493rd St, NE 494th St, NE 495th St, NE 496th St, NE 497th St, NE 498th St, NE 499th St, NE 500th St, NE 501st St, NE 502nd St, NE 503rd St, NE 504th St, NE 505th St, NE 506th St, NE 507th St, NE 508th St, NE 509th St, NE 510th St, NE 511th St, NE 512nd St, NE 513rd St, NE 514th St, NE 515th St, NE 516th St, NE 517th St, NE 518th St, NE 519th St, NE 520th St, NE 521st St, NE 522nd St, NE 523rd St, NE 524th St, NE 525th St, NE 526th St, NE 527th St, NE 528th St, NE 529th St, NE 530th St, NE 531st St, NE 532nd St, NE 533rd St, NE 534th St, NE 535th St, NE 536th St, NE 537th St, NE 538th St, NE 539th St, NE 540th St, NE 541st St, NE 542nd St, NE 543rd St, NE 544th St, NE 545th St, NE 546th St, NE 547th St, NE 548th St, NE 549th St, NE 550th St, NE 551st St, NE 552nd St, NE 553rd St, NE 554th St, NE 555th St, NE 556th St, NE 557th St, NE 558th St, NE 559th St, NE 560th St, NE 561st St, NE 562nd St, NE 563rd St, NE 564th St, NE 565th St, NE 566th St, NE 567th St, NE 568th

A sampling of neighbors comments on the topic ...Please see the "comments" section for more comments

...We do not need another park in a private enclave. One exists within less than 1000 feet of the property. The walk way to 80th does not even count. The school district would absolutely demand that they provide such to avoid a landlocked dead end that would in effect triple the distance children had to walk to school. The plants they are saving along 75th are not an enhancement to anything and what really needs to be there is properly selected urban plantings that will not interfere with sewers, storm water systems in the future. The main issue with this whole proposal is the density in relationship to the area coupled with what is going to happen to storm water in the long range picture. The second main issue is the funneling of traffic to two streets that were never designed to carry and service what this development will bring. The site must have two ways in and out [we no longer agree with this idea in this case because of the reasons stated] and the density of the housing needs to be reduced. Also, I do not think any lot in the entire development should be allowed to exceed the 50% hard surface coverage of the lot size and the concept of averaging such is a joke when it comes to what water does in the three to five major deluges we now seem to get each year. Lastly, nothing in the project takes into account the total long range negative effect on the overall environment. i.e. dumping 150 to 250 cars onto a street (128th)with no sidewalks. Increased air pollution, noise pollution, traffic around roundabouts and speed humps that are not designed to handle the quantity of trips and these devices have been proved to increase both air pollution and noise pollution while only resulting in a change of speed of 1 MPH if you are more than 200 feet from them....

Our Vehicular and Pedestrian Traffic Flow suggestions (See Map Page 4)

The closest main arterial to the property is NE 80th. NE 80th provides unrestricted access both east and west to I-405 at NE 70th via arterial roadways. 126th avenue NE is a through North/ South road but not an arterial (intersecting with both 80th and 70th). Neither 128th Ave. NE nor NE 75th St at the SE corner of the Tower property are arterials OR through streets. Westbound NE 75th St. is blocked by a large tree and is currently a walking path at the dead end. Those residents would be greatly impacted if a through road were completed there.

We feel that the best option would be to use 80th as the main access to the property - a very reasonable option that flows nicely to I-405 at NE 70th as well as I-405 and Redmond access at NE 85th and use 75th as pedestrian accesses.

Who Benefits?

Mostly Cam West.

However - The radio towers go. Yea!!

And:

- If the few existing trees on the property are protected
- and the private park becomes a public park..
- If the housing density is significantly decreased (see comments on slide #8 above - repeated below)
- If 80th is used as the main access to the development and if 75th is used as a pedestrian access the negative impact on the quality of life (and housing prices) in the neighborhood would be dramatically less.

If these few conditions are met It seems that most people in the neighborhood would welcome the new development.

Contact information

Please contact us if you have questions, concerns or if you are interested in getting involved

Sandra Storwick - sandra.clea@gmail.com ,

Oren Shmueli - oren_shmuel@yahoo.com

The webpage describing the C&G Property proposal:

http://www.kirklandwa.gov/depart/Planning/Development/CG_Project.htm

Written comment letters and emails should not be sent to the City Council, but should be sent to the Senior Planner in charge of the project: Janice Coogan (Senior Planner, Planning and Community Development) - jcoogan@kirklandwa.gov

South Rose Hill community information:

- <http://www.rosetrails.org/>
- <https://srhbt.nextdoor.com> (you will find a copy of this document if you scroll through the entries on this site.)
- <http://www.meetup.com/neighbors-89/>

Please put the next SRHBTNA general membership meeting on your calendar: **Tuesday, September 11, 7:00 - 9:00 pm @ Lake Washington United Methodist Church** on 132nd Ave NE. (The general membership meetings are on the second Tuesdays of odd-numbered months - except July.)

Terry Trimingham
12626 NE 72nd Street
Kirkland, WA 98033

To
Senior Planner Janice Coogan
RE: SUB12-00560, "Radio tower property" development

May 19, 2013

Dear Ms. Croogan,

As a resident of this neighborhood for the last 10 years as well as a 1972 graduate of Lake Washington high school, it is disappointing to see the density of this neighborhood increasing. I understand that this site must eventually be developed and it seems that we are now facing that inevitable time.

If this property is going to be developed, then I do not support relaxing the current zoning requirements. They are there for a reason. The developer will come in and make money, but those of us in single family dwellings in the area are left to live with added congestion which unless kept under check will make Kirkland a much less desirable place to live. I would like to see the current zoning upheld.

I didn't know what a PUD modification to zoning was before this project going in, and I am still trying to understand exactly what it is and what it means to me, as part of the City of Kirkland. I think of the "City of Kirkland" as being made up of people like me. We chose to live in Kirkland because we like it. We are normal working tax-paying folks that do business locally and live and play in this area.

When I read that a PUD modification to zoning could be allowed because the "City of Kirkland" would get certain benefits in exchange for relaxing zoning codes, I read very carefully what exactly the benefits would be. For the life of me, I do not see a good exchange in this instance and I strongly urge you to REJECT the proposed plan and UPHOLD current zoning.

Regarding so called "benefits":

This "large common open space with recreational amenities" seems to be only for the proposed development – or is it meant to be a park? How will this property be maintained? If this "common area" will be maintained by the development residents, then how will that encourage use by the other people living in the area? If it is meant to be a park, then it seems this is an added expense to tax payers and the City to maintain.

Did the City take into account what the average lot size in this development will be? It is perplexing to me to understand how allowing smaller lot sizes makes for "larger landscaped areas", It seems that the more development that is crammed in, the less landscaping we will see.

I also wonder "superior architectural design of the houses" is in any way a measureable benefit?

The only remotely bona fide benefit would be a flashing cross walk. However, I do not see that as a benefit as we are facing a significant increase in congestion in this area if developed as proposed and will NEED a flashing crosswalk.

No, I do not see much benefit at all from relaxing the current zoning codes. All I can see is more congestion and more traffic in my neighborhood.

I hope that my idea of "City of Kirkland" is truly that – the collective people that live, work and play in this area. I sincerely hope that "City of Kirkland" is not a small group of budget-starved people making decisions in City Hall by looking only at the extra dollars to be made from permits with no regard to those of us directly impacted by this development.

If this project is permitted as requested, I would really like to know how the City of Kirkland thinks it will be a benefit to those of us in the adjacent community.

Sincerely,
Terry Trimingham

From: chancethearm@hotmail.com

To: info@camwest.com; planninginfo@kirklandwa.gov; jmcbride@kirklandwa.gov; bsternoff@kirklandwa.gov; psweet@kirklandwa.gov; nixon@kirklandwa.gov; awalen@kirklandwa.gov; dasher@kirklandwa.gov

Subject: RECONSIDER

Date: Tue, 24 Jul 2012 22:35:20 -0600

I am writing specifically in regard to the latest proposal the City of Kirkland will be asked to approve the development of a private 35 home development (with its own park) on radio towers property.

This is about GREED, and nothing else. More tax dollar revenue for the city and for the pocket of the developer.

THOSE roads ALONE, will not be able to handle that traffic; ESPECIALLY DURING A SCHOOL YEAR!!!! You have/had children, you know just how crazy mornings are, taking your kids to school. I have been working for the LWSD for nearly 14 years.. Increased traffic around schools cause accidents and a child most recently, being hit by a car near Juanita High School.

Do you REALLY believe allowing 35 new homes to be built, private, gated or not will NOT impact traffic in that area? What do you think is going to happen then to TWO LANE road between LWHS and Rose Hill Elementary?

With Lake Washington High school on one end, and the Rose Hill Elementary on the other, there is only one reason this housing development would be allowed to be constructed: all this is about is MONEY!!! Money to the developer, money to the city.

This is NOT the citizens vision of Kirkland, rather this is the City Councils vision of Kirkland, and WE DO NOT WANT THIS!!!!!! Especially near schools!

Both entities will pretend to listen and care about the neighborhood concerns, but in the end, you will do what you have already decided to and approve the permits and build the homes.

The ACTUAL residents of Kirkland DO NOT WANT TO LIVE IN BELLEVUE!!!!!! If we did we would have bought homes THERE.

The one thing that attracted all of us to Kirkland is the one thing the City of Kirkland is allowing to be bulldozed over and paved: The trees, the small neighborhoods, the beauty that WAS Kirkland.

WHY is City Council/Planning Department ALLOWING GREED to dictate city planning.

SOUTH ROSE HILL NEIGHBORHOOD CANNOT, environmentally or STRUCTURALLY handle the increased environmental impact, traffic and congestion 35 new homes WILL CAUSE!!!!

CAN CITY PLANNING, **FOR ONCE**, USE COMMON SENSE!!!!???? PLEASE!!!!

Loring Wells

Tax planning citizen of Kirkland WA

*"You do not write your life with words. You write your life with actions.
What you think is not important. It is only important what you do."*

RECEIVED

To: Janice Coogan, Senior Planner, City of Kirkland Planning Department
 From: Claude Werffeli, Home Owner, 7620 128th PL NE, Kirkland WA 98033
 ecwerffeli@msn.com , (425) 827-2399
 Subject: Permit#: SEP12-00567, Comments regarding Subdivision and PUD in South Rose Hill
 Date: 7/27/2012

JUL 31 2012
 AM PM
 PLANNING DEPARTMENT

Dear Ms. Coogan,

I am writing in regard to the South Rose Hill / Bridle Trails neighborhood meeting on Tuesday July 24, 2012, at which I was in attendance, and where the preliminary plan for the Camwest – A Toll Bros. PUD was introduced and discussed. My wife and I are a 22 year residents of Kirkland at our current location, and have raised our two teenage children here. And while my family does not live directly adjacent to the proposed development, we do live less than a block away and will certainly be directly affected by it. In addition, my wife Elaine and I are avid walkers and can be seen walking the neighborhood on most days. I am also a former transportation project manager for the City of Bellevue. With that in mind, I would like to share my comments regarding the design presented.

My primary concern is with the sole access to the development on NE 75th. I feel very strongly that a through connection on the north side to NE 80th ST. at 128th Ave. NE must be included in any final design. I felt it almost laughable when the developers' traffic engineer described the impact of the 350 additional trips a day on the surrounding neighborhood as having a negligible impact. I believe this development as proposed, would have a profound negative impact on the neighborhood from the standpoint of additional traffic it will create. In particular, pedestrian safety at the SE corner of this development is a huge concern of mine.

This intersection is not a regular squared off four way "+" type intersection. At this location NE 75th St. intersects with 128th PL NE and 128th Ave NE but these cross streets are offset. NE 75th also has an abrupt grade change, (a steep slope dropping to the west). In addition, there are no sidewalks along 128th Ave NE south of NE 75th. This becomes important when you consider how this area is currently used as a neighborhood pedestrian and bicycle corridor.

The South Rose Hill Neighborhood park entrance is one block west along 128th Ave NE (this section of 128th has currently no sidewalks but it works because traffic there is very light). Also, because NE 75th does not allow automobile traffic go through between 128th and 126th and yet is a straight shot from 130th Ave NE all the way down to Lake Washington High School, it serves as great ped/bike corridor, is used extensively, and is a great option even though the road for the most part (128th to 122nd) is narrow and has no sidewalks. But again, it works now, and is used widely by bicyclists and pedestrians because auto traffic is very light.

While access to the arterials of 80th and 70th from the area east and south of the proposed PUD can be a bit circuitous, the current light traffic density makes it manageable. This light traffic not only allows residents to walk and bike safely to parks, schools, shopping and mass transit safely despite the fact that the sidewalks have not been fully provided and that intersection geometry (at places like NE 75th and 128th Ave NE / 128th PL NE) is less than ideal. But add 350 more cars a day onto NE 75th and how well it will continue to work safely becomes debatable. I believe that with an additional north exit to the development, at least some of traffic will choose to directly access the NE 80th St. arterial, allowing for much better integration within the existing transportation system as well as reducing the impact on the rest of the neighborhood streets, not to mention reducing emergency services response times.

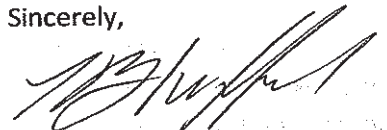
I understand that regardless of the ultimate configuration of this development, there will be traffic impacts and additional pedestrian / auto conflicts on the surrounding neighborhoods. But with an additional exit on the north side to NE 80th St. the new 32+ families living in this development will have a choice of which way to get to an arterial and reduce the impact to any one area.

I am therefore asking that before this development is approved it should include at least two additional requirements:

- 1) An additional street access to NE 80th St. from the north end of the development be included,
- 2) additional traffic control / pedestrian safety measures be carefully considered at the intersection of NE 75th St. with 128th Avenue NE and 128th PL NE as well as at the newly created intersection of NE 80th St. and 128th Ave NE.

Thank you for considering my thoughts on this matter, and I look forward to staying informed and providing additional input as this project progresses.

Sincerely,



Claude Werfféli

7620 128th PL NE
Kirkland WA 9803